

To aid in the development of Project specific RFP requirements a series of pre-scoping questions has been developed. The pre-scoping questions cover many common issues that frequently arise on FDOT Projects and can be down loaded from the following website:

<http://www.dot.state.fl.us/construction/DesignBuild/DBRules/DBRulesMain.shtm>

***NOTE:** When submitting a RFP for review, edits to this boilerplate document shall be clearly identifiable. Deletions shall be stricken through and inserted language shall be underlined in color. Submitted RFPs with the changes made as indicated above will help shorten the review time for everyone involved.*



*Florida Department of Transportation
District V*

**DESIGN-BUILD
REQUEST FOR PROPOSAL
for
I-95 Widening from north of SR 44 to north of US 92
including the reconstruction of the I-4/US 92 Systems
Interchange**

Financial Projects Number(s): 242715-2-52-01

Federal Aid Project Number(s): 0954 140 I

Contract Number: E5W26

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ATTACHMENTS

The Attachments listed below are hereby incorporated into and made a part of this Request for Proposal (RFP) as though fully set forth herein.

Project Advertisement
Division I Design-Build Specifications

Pond Siting Report
Permits
SR 44 Safety Improvements Scope
Geotechnical Services Requirements/Specifications
 Contractor Quality Control General Requirements (SP1050813DB)
 Structures Foundations (SP4550000DB)
Value Added Specifications
 Section 475, Value Added Bridge Component
 Section 725, Value Added Highway Lighting System

REFERENCE DOCUMENTS

The following documents are being provided with this RFP. Except as specifically set forth in the body of this RFP, these documents are being provided for reference and general information only. They are not being incorporated into and are not being made part of the RFP, the contract documents or any other document that is connected or related to this Project except as otherwise specifically stated herein. No information contained in these documents shall be construed as a representation of any field condition or any statement of facts upon which the Design-Build Firm can rely upon in performance of this contract. All information contained in these reference documents must be verified by a proper factual investigation. The bidder agrees that by accepting copies of the documents, any and all claims for damages, time or any other impacts based on the documents are expressly waived.

Concept Plans
Bridge Inspection Reports
Geotechnical Data
PD&E Study Environmental Documents
Survey Data
Typical Section Package
Pavement Design
Tomoka Farms Road Concept Plans

I. Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for widening of I-95 from north of SR 44 to north of US 92 and the reconstruction of the systems interchange with Interstate 4 (I-4), I-95 and US 92.

Description of Work

The Project involves the widening of existing four-lane I-95 to a six-lane interstate highway from north of SR 44 (approximate Mile Post 16.899) to north of US 92 (approximate Mile Post 30.755). The Project work includes the reconstruction of the systems interchange with I-4, I-95 and US 92. The project also includes a safety improvement on the southbound exit ramp to SR 44. Work includes pavement widening, drainage system improvements, bridge widening, bridge replacement, retaining walls, highway lighting, Intelligent Transportation System (ITS) modifications, median barriers, signing and pavement markings, signalization and milling and resurfacing.

Roadway work includes asphalt pavement widening and milling and resurfacing of the existing pavement. The roadway work also includes construction of acceleration and deceleration lanes that meet Department requirements for parallel type ramps at all ramp locations. Drainage work includes all work necessary to comply with the permit requirements for water quality and quantity. Stormwater management facilities must be located within the right-of-way owned by the Department and as defined in this RFP for the segment south of I-4 and the **northernmost retention pond north** of US 92. Structural work includes replacement of the I-95 bridges over Spruce Creek, replacement of the I-95 bridges over SR 421 (Dunlawton Ave), replacement of all the bridges associated with the reconstruction of the interchanges at I-4, I-95 and US 92, and foundations for cantilever signs or overhead sign trusses. ITS and count station work will involve any necessary modifications to existing infrastructure. Modifications may include, but not be limited to, ITS equipment or communication such as fiber optic lines, DMS, CCTV, detection loops, equipment cabinets, junction or pull boxes, etc. located in areas with construction. Signing will include replacement of all appropriate signs. Milling and resurfacing of all existing pavement that is to remain, including but not limited to shoulders, mainline, ramps and cross streets.

Any changes to requirements of the RFP by a Design-Build Firm must be approved by the Department through the Alternative Technical Concept (ATC) Proposal process, as described herein, prior to the information cut-off date. For this Project, the Department considers the following to be requirements of the Project that are not to be changed by the Design-Build Firm:

- Prohibition of the use of Mechanistic-Empirical Pavement Design Guide for pavement design
- **Temporary concrete barriers shall be used in interstate medians during all phases of construction**
- Provide wide shoulders as described in Section VI.D. of this document
- Provide an additional 6.4 acres of designated compensatory treatment (within the limits of FM 242715-2) for currently untreated impervious area. The compensatory treatment is for the Department's ongoing US92 pedestrian project (FM 434871-1)
- Ponds within the Runway Protection Zone of the Daytona Beach International Airport (DAB) shall comply with FAA criteria.
- Relocation of the edge of pavement of the existing northbound I-95 exit ramp or the edge of pavement of the northbound entrance ramp from eastbound US 92 any closer to Daytona Beach International Airport (DAB)
- Horizontal alignment of Tomoka Farms Road as shown in the concept plans (to accommodate future widening designed by others)

- Pipe the existing canal on the east side of I-95 from the Bellevue canal north to the existing canal on the north side of DAB.
- Modification to the safety improvements at the I-95 southbound exit ramp to SR 44
- Minimum horizontal and vertical clearances for the proposed I-4 rail corridor
- Parallel type entrance and exit ramps with minimum lengths as documented in the RFP

The Traffic Control Plans for the Project shall meet the requirements of the Plans Preparation Manual, Department Standard Indices and special requirements included in this RFP in Section VI.L.

Existing Call boxes shall be removed (including the foundations) and disposed of by the Design-Build Firm.

The right-of-way for the segment of the project from north of SR 44 to south of I-4 has been acquired by the Department, including a joint use pond in the southwest quadrant of I-4 and I-95 (Pond 34A). The Department has not acquired the right-of-way for the segment of the project from south of I-4 to north of US 92. The Design-Build Firm is to identify the right-of-way required for this segment of the project and provide the information to the Department for acquisition. The Design-Build Firm shall provide a minimum of 21 months in their schedule for the Department to map and acquire the right-of-way.

The Design-Build Firm shall coordinate all design and construction with adjacent projects.

The Design-Build Firm shall prepare a 2016 Event Traffic Plan in accordance with the requirements of the RFP.

This Project will include partnering.

A. Design-Build Responsibility

The Design-Build Firm shall be responsible for survey, geotechnical investigation, design, preparation of all documentation related to the acquisition of all permits not acquired by the Department, preparation of any and all information required to modify permits acquired by the Department if necessary, maintenance of traffic, demolition, and construction on or before the Project completion date indicated in the Proposal. The Design-Build Firm shall coordinate all utility relocations.

The Design-Build Firm shall be responsible for compliance with Design and Construction Criteria (Section VI) which sets forth requirements regarding survey, design, construction, and maintenance of traffic during construction, requirements relative to Project management, scheduling, and coordination with other agencies and entities such as state and local government, utilities and the public.

The Design-Build Firm shall be responsible for reviewing the approved Environmental Document of the PD&E Study.

The Design-Build Firm is responsible for coordinating with the District Environmental Office any engineering information related to Environmental Reevaluations. The Design-Build Firm will not be compensated for any additional costs or time associated with Reevaluation(s) resulting from proposed design changes.

The Design-Build Firm may propose changes which differ from the approved Interchange Modification Report and/or the Project Development & Environment (PD&E) Study. Proposed changes must be coordinated through the Department. If changes are proposed to the configuration, the Design-Build Firm

shall be responsible for preparing the necessary analyses and documentation required to satisfy requirements and obtain approval from the Department and FHWA. The Design-Build Firm shall provide the required documentation for review and processing. Approved revisions to the configuration may also be required to be included in the Reevaluation of the National Environmental Policy Act (NEPA) document per Section M (Environmental Services/Permits/Mitigation) of the RFP. The Design-Build Firm will not be compensated for any additional costs or time resulting from proposed changes.

The Design-Build Firm shall examine the Contract Documents and the site of the proposed work carefully before submitting a Proposal for the work contemplated and shall investigate the conditions to be encountered, as to the character, quality, and quantities of work to be performed and materials to be furnished and as to the requirements of all Contract Documents. Written notification of differing site conditions discovered during the design or construction phase of the Project will be given to the Department's Project Manager.

The Design-Build Firm shall examine boring data, where available, and make their own interpretation of the subsoil investigations and other preliminary data, and shall base their bid on their own opinion of the conditions likely to be encountered. The submission of a proposal is prima facie evidence that the Design-Build Firm has made an examination as described in this provision.

The Design-Build Firm shall demonstrate good Project management practices while working on this Project. These include communication with the Department and others as necessary, management of time and resources, and documentation.

B. Department Responsibility

The Department will provide contract administration, management services, construction engineering inspection services, environmental oversight, and quality acceptance reviews of all work associated with the development and preparation of the contract plans, permits, and construction of the improvements. The Department will provide Project specific information and/or functions as outlined in this document.

In accordance with 23 CFR 636.109 of the FHWA, in a Federal Aid project, the Department shall have oversight, review, and approval authority of the permitting process.

The Department has determined the environmental impacts and coordinated with the appropriate agencies during the preparation of the approved NEPA document. The Design-Build Firm shall be responsible for any revisions to the proposed improvements which require a design change Reevaluation or interchange modification report. For federal projects, the Department will coordinate and process Reevaluations with FHWA.

II. Schedule of Events.

Below is the current schedule of the events that will take place in the procurement process. The Department reserves the right to make changes or alterations to the schedule as the Department determines is in the best interests of the public. Proposers will be notified sufficiently in advance of any changes or alterations in the schedule. Unless otherwise notified in writing by the Department, the dates indicated below for submission of items or for other actions on the part of a Proposer shall constitute absolute deadlines for those activities and failure to fully comply by the time stated shall cause a Proposer to be disqualified.

Date	Event
<u>01/27/14</u>	Advertisement
<u>02/14/14</u>	Expanded Letters of Interest for Phase I of the procurement process due in District Office by 5:00 pm local time
<u>03/11/14</u>	Proposal Evaluators submit Expanded Letter of Interest Scores to Contracting Unit 12:00 /pm local time
<u>03/14/14</u>	Contracting Unit provides Expanded Letter of Interest scores and Proposal Evaluators comments to Selection Committee 12:00 pm local time
<u>03/17/14</u>	Public Meeting of Selection Committee to review and confirm Expanded Letter of Interest scores 8:15 am local time
<u>03/17/14</u>	Notification to Responsive Design-Build Firms of the Expanded Letter of Interest scores 12:00 pm local time
<u>03/19/14</u>	Deadline for all responsive Design-Build Firms to affirmatively declare intent to continue to Phase II of the procurement process 12:00 pm local time
<u>03/19/14</u>	Shortlist Posting 5:00 pm local time
<u>03/24/14</u>	Final RFP provided to Design-Build Firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process
<u>03/31/14</u>	Pre-proposal meeting at 9:00 am local time in District Office 719 S. Woodland Blvd. Deland, FL 32720. All impacted Utility Agency/Owners are to be invited to the mandatory Pre-Proposal meeting.
<u>03/31/14</u>	Utility Pre-Proposal Meeting facilitated by the District Utility Engineer at 9:00 am local time in District Office 719 S. Woodland Blvd. Deland, FL 32720.
<u>04/07/14</u>	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1 5:00 pm local time
<u>04/14/14</u>	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 1 5:00 pm local time
<u>04/21/14</u>	One-on-One Alternative Technical Concept Discussion Meeting No. 1. 90 Minutes will be allotted for this Meeting.
<u>04/21/14</u>	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 2
<u>04/28/14</u>	Deadline for Design-Build Firm to submit preliminary list of One-on-One Alternative Technical Concepts prior to Alternative Technical Concept Discussion Meeting No. 2
<u>05/05/14</u>	One-on-One Alternative Technical Concept Discussion Meeting No. 2. 90 Minutes will be allotted for this Meeting.
<u>05/19/14</u>	Deadline for submittal of Alternative Technical Concept Proposals 5:00 pm local time.
<u>05/19/14</u>	Final deadline for submission of requests for Design Exceptions or Design Variations 2:30 pm local time
<u>6/02/14</u>	District Design Engineer completes review of Alternative Technical Concepts and notifies Design-Build Firms
<u>06/16/14</u>	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical Proposal. All questions shall be

	submitted to the Pre-Bid Q&A website.
<u>06/23/14</u>	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal 5:00 pm local time.
<u>06/24/14</u>	Technical Proposals due in District Office by 2:30 p.m. local time.
<u>06/24/14</u>	Deadline for Design-Build for to “opt out” of Technical Proposal Page Turn meeting 5:00 pm local time.
<u>07/01/14</u>	Technical Proposal Page Turn Meeting. Times will be assigned during the Pre-Proposal Meeting. 30 Minutes will be allotted for this Meeting.
<u>07/28/14</u>	Deadline for Department to provide a preliminary list of questions in advance of the Question & Answer Session
<u>07/29/14</u>	Question and Answer Session. Times will be assigned during the pre-proposal meeting. One hour will be allotted for questions and responses.
<u>08/05/14</u>	Deadline for submittal of Written Clarification letter following Question and Answer Session 5:00 pm local time
<u>08/05/14</u>	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Price Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
<u>08/11/14</u>	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Price Proposal 5:00 pm local time.
<u>08/22/14</u>	Price Proposals due in District Office by 2:30 pm local time.
<u>08/22/14</u>	Public announcing of Technical Scores and opening of Price Proposals at 2:30 pm local time in District Office, 719 S. Woodland Blvd. Deland, FL 32720
<u>09/08/14</u>	Public Meeting of Selection Committee to determine intended Award at 8:15 am in Lake County Conference Room
<u>09/08/14</u>	Posting of the Department’s intended decision to Award
<u>09/26/14</u>	Anticipated Award Date
<u>10/13/14</u>	Anticipated Execution Date

III. Threshold Requirements.

A. Qualifications

Proposers are required to be pre-qualified in all work types required for the Project. The technical qualification requirements of Florida Administrative Code (F.A.C.) Chapter 14-75 and all qualification requirements of F.A.C. Chapter 14-22, based on the applicable category of the Project, must be satisfied.

B. Joint Venture Firm

Two or more Firms submitting as a Joint Venture must meet the Joint Venture requirements of Section 14-22.007, Florida Administrative Code. Parties to a Joint Venture must submit a Declaration of Joint Venture and Power of Attorney Form No. 375-020-18, prior to the deadline for receipt of Letters of Interest.

If the Proposer is a Joint Venture, the individual empowered by a properly executed Declaration of Joint Venture and Power of Attorney Form shall execute the proposal. The proposal shall clearly identify who will be responsible for the engineering, quality control, and geotechnical and construction portions of the

Work.

C. Price Proposal Guarantee

A Price Proposal guaranty in an amount of not less than five percent (5%) of the total bid amount shall accompany each Proposer's Price Proposal. The Price Proposal guaranty may, at the discretion of the Proposer, be in the form of a cashier's check, bank money order, bank draft of any national or state bank, certified check, or surety bond, payable to the Department. The surety on any bid bond shall be a company recognized to execute bid bonds for contracts of the State of Florida. The Price Proposal guaranty shall stand for the Proposer's obligation to timely and properly execute the contract and supply all other submittals due therewith. The amount of the Price Proposal guaranty shall be a liquidated sum, which shall be due in full in the event of default, regardless of the actual damages suffered. The Price Proposal guaranty of all Proposers' shall be released pursuant to 3-4 of the Division I Design-Build Specifications.

D. Pre-Proposal Meeting

Attendance at the pre-proposal meeting is mandatory. Any affirmatively declared proposer failing to attend will be deemed non-responsive and automatically disqualified from further consideration. The purpose of this meeting is to provide a forum for the Department to discuss with all concerned parties the proposed Project, the design and construction criteria, Critical Path Method (CPM) schedule, and method of compensation, instructions for submitting proposals, design exceptions/variations, and other relevant issues. In the event that any discussions at the pre-proposal meeting require, in the Department's opinion, official additions, deletions, or clarifications of the Request for Proposal, the Design and Construction Criteria, or any other document, the Department will issue a written addendum to this Request for Proposals as the Department determines is appropriate. No oral representations or discussions, which take place at the pre-proposal meeting, will be binding on the Department. FHWA will be invited on oversight Projects, in order to discuss the Project in detail and to clarify any concerns. Proposers shall direct all questions to the Departments Question and Answer website:

<https://www3.dot.state.fl.us/BidQuestionsAndAnswers/Proposal.aspx/SearchProposal>

E. Technical Proposal Page-Turn Meeting

The Department will meet with each Proposer, formally for thirty (30) minutes, for a page-turn meeting. FHWA will be invited on FA Oversight Projects. The purpose of the page-turn meeting is for the Design-Build Firm to guide the Technical Review Committee through the Technical Proposal, highlighting sections within the Technical Proposal that the Design-Build Firm wishes to emphasize. The page-turn meeting will occur between the date the Technical Proposal is due and the Question and Answer session occurs, per the Schedule of Events section of this RFP. The Department will terminate the page-turn meeting promptly at the end of the allotted time. The Department will audiotape record or videotape all or part of the page-turn meeting. All audiotape recordings or videotape recordings will become part of the Contract Documents. The page-turn meeting will not constitute discussions or negotiations. The Design-Build Firm will not be permitted to ask questions of the Technical Review Committee during the page-turn meeting. An unmodified aerial or map of the project limits provided by the Design-Build Firm is acceptable for reference during the page-turn meeting. The unmodified aerial or map may not be left with the Department upon conclusion of the page turn meeting. Use of other visual aids, electronic presentations, handouts, etc., during the page turn meeting is expressly prohibited. Upon conclusion of the thirty (30) minutes, the Technical Review Committee is allowed five (5) minutes to ask questions pertaining to information highlighted by Design-Build Firm. Participation in the page-turn meeting by

the Design-Build Firm shall be limited to five (5) representatives from the Design-Build Firm. Design-Build Firms desiring to opt out of the page-turn meeting may do so by submitting a request to the Department.

F. Question and Answer Session

The Department may meet with each Proposer, formally, for a Question and Answer session. FHWA shall be invited on FA Oversight Projects. The purpose of the Q & A session is for the Technical Review Committee to seek clarification and ask questions, as it relates to the Technical Proposal, of the Proposer. The Department may terminate the Q & A session promptly at the end of the allotted time. The Department shall audiotape record or videotape all or part of the Q & A session. All audiotape recordings or videotape recordings will become part of the Contract Documents. The Q & A session will not constitute “discussions” or negotiations. Proposers will not be permitted to ask questions of the Department except to ask the meaning of a clarification question posed by the Department. No supplemental materials, handouts, etc. will be allowed to be presented in the Q & A session. No additional time will be allowed to research answers.

Within one (1) week of the Q & A session, the Design-Build Firm shall submit to the Department a written clarification letter summarizing the answers provided during the Q & A session. The Design-Build Firm shall not include information in the clarification letter which was not discussed during the Q&A session. In the event the Design-Build Firm includes additional information in the clarification letter which was not discussed during the Q&A session and is not otherwise included in the Technical Proposal, such additional information will not be considered by the Department during the evaluation of the Technical Proposal.

The Department will provide some (not necessarily all) proposed questions to each Design-Build Firm as it relates to their technical proposal approximately 24 hours before the scheduled Q & A session.

G. Protest Rights

Any person who is adversely affected by the specifications contained in this Request for Proposal must file a notice of intent to protest in writing within seventy-two hours of the posting of this Request for Proposals. Pursuant to Sections 120.57(3) and 337.11, Florida Statutes, and Rule Chapter 28-110, Florida Administrative Code, any person adversely affected by the agency decision or intended decision shall file with the agency both a notice of protest in writing and bond within 72 hours after the posting of the notice of decision or intended decision, or posting of the solicitation with respect to a protest of the terms, conditions, and specifications contained in a solicitation and will file a formal written protest within ten days after the filing of the notice of protest. The formal written protest shall be filed within ten days after the date of the notice of protest if filed. The person filing the Protest must send the notice of intent and the formal written protest to:

Clerk of Agency Proceedings
Department of Transportation
605 Suwannee Street, MS 58
Tallahassee, Florida 32399-0458

Failure to file a notice of protest or formal written protest within the time prescribed in section 120.57(3), Florida Statutes, or failure to post the bond or other security required by law within the time allowed for filing a bond shall constitute a waiver of proceedings under Chapter 120 Florida Statutes.

H. Non-Responsive Proposals

Proposals found to be non-responsive shall not be considered. Proposals may be rejected if found to be in nonconformance with the requirements and instructions herein contained. A proposal may be found to be non-responsive by reasons, including, but not limited to, failure to utilize or complete prescribed forms, conditional proposals, incomplete proposals, indefinite or ambiguous proposals, failure to meet deadlines and improper and/or undated signatures.

Other conditions which may cause rejection of proposals include evidence of collusion among Proposers, obvious lack of experience or expertise to perform the required work, submission of more than one proposal for the same work from an individual, firm, joint venture, or corporation under the same or a different name (also included for Design-Build Projects are those proposals wherein the same Engineer is identified in more than one proposal), failure to perform or meet financial obligations on previous contracts, employment of unauthorized aliens in violation of Section 274A (e) of the Immigration and Nationalization Act, or in the event an individual, firm, partnership, or corporation is on the United States Comptroller General's List of Ineligible Design-Build Firms for Federally Financed or Assisted Projects.

The Department will not give consideration to tentative or qualified commitments in the proposals. For example, the Department will not give consideration to phrases as “we may” or “we are considering” in the evaluation process for the reason that they do not indicate a firm commitment.

Proposals will also be rejected if not delivered or received on or before the date and time specified as the due date for submission.

I. Waiver of Irregularities

The Department may waive minor informalities or irregularities in proposals received where such is merely a matter of form and not substance, and the correction or waiver of which is not prejudicial to other Proposers. Minor irregularities are defined as those that will not have an adverse effect on the Department's interest and will not affect the price of the Proposals by giving a Proposer an advantage or benefit not enjoyed by other Proposers.

1. Any design submittals that are part of a proposal shall be deemed preliminary only.
2. Preliminary design submittals may vary from the requirements of the Design and Construction Criteria. The Department, at their discretion, may elect to consider those variations in awarding points to the proposal rather than rejecting the entire proposal.
3. In no event will any such elections by the Department be deemed to be a waiving of the Design and Construction Criteria.
4. The Proposer who is selected for the Project will be required to fully comply with the Design and Construction Criteria for the price bid, regardless that the proposal may have been based on a variation from the Design and Construction Criteria.
5. Proposers shall identify separately all innovative aspects as such in the Technical Proposal. An innovative aspect does not include revisions to specifications or established Department policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to Project, use of new products, new uses for established products, etc.

6. The Proposer shall obtain any necessary permits or permit modifications not already provided.
7. Those changes to the Design Concept may be considered together with innovative construction techniques, as well as other areas, as the basis for grading the Technical Proposals in the area of innovative measures.

J. Modification or Withdrawal of Technical Proposal

Proposers may modify or withdraw previously submitted Technical Proposals at any time prior to the Technical Proposal due date. Requests for modification or withdrawal of a submitted Technical Proposal shall be in writing and shall be signed in the same manner as the Technical Proposal. Upon receipt and acceptance of such a request, the entire Technical Proposal will be returned to the Proposer and not considered unless resubmitted by the due date and time. Proposers may also send a change in sealed envelope to be opened at the same time as the Technical Proposal provided the change is submitted prior to the Technical Proposal due date.

K. Department's Responsibilities

This Request for Proposal does not commit the Department to make studies or designs for the preparation of any proposal, nor to procure or contract for any articles or services.

The Department does not guarantee the details pertaining to borings, as shown on any documents supplied by the Department, to be more than a general indication of the materials likely to be found adjacent to holes bored at the site of the work, approximately at the locations indicated.

L. Design-Build Contract

The Department will enter into a Lump Sum contract with the successful Design-Build Firm. In accordance with Section V, the Design-Build Firm will provide a schedule of values to the Department for their approval. The total of the Schedule of Values will be the lump sum contract amount.

The terms and conditions of this contract are fixed price and fixed time. The Design-Build Firm's submitted bid (time and cost) is to be a lump sum bid for completing the scope of work detailed in the Request for Proposal.

IV. Disadvantaged Business Enterprise (DBE) Program.

A. DBE Availability Goal Percentage:

The Department of Transportation has an overall eight and six tenths percent (8.6%) race-neutral DBE goal. This means that the State's goal is to spend at least 8.6% of the highway dollars with Certified DBE's as prime Design-Build Firms or as subcontractors. Race-neutral means that the Department believes that the 8.6% overall goal can be achieved through the normal competitive procurement process. The Department has reviewed this Project and assigned a DBE availability goal shown on the bid blank/contract front page under "% DBE Availability Goal". Although not a contract requirement, the Department believes that this DBE percentage can realistically be achieved on this Project based on the number of DBE's associated with the different types of work that will be required.

Under 49 Code of Federal Regulations Part 26, if the 8.6% goal is not achieved, the Department may be required to return to a race-conscious program where goals are imposed on individual contracts. The Department encourages all of our Design-Build Firms to actively pursue obtaining bids and quotes from Certified DBE's.

The Department is reporting to the Federal Highway Administration the planned commitments to use DBE's. This information is being collected through the Anticipated DBE Participation Statement.

B. DBE Supportive Services Providers:

The Department has contracted with a consultant, referred to as DBE Supportive Services Provider, to provide managerial and technical assistance to DBE's. This consultant is also required to work with prime Design-Build Firms, who have been awarded contracts, to assist in identifying DBE's that are available to participate on the Project. The successful Design-Build Firm should meet with the DBE Supportive Services Provider to discuss the DBE's that are available to work on this Project. The current Provider for the State of Florida is serviced by Blackmon Roberts Group and can be reached at (863) 802-1280 in Lakeland or (305) 777-0231 in Coral Gables.

C. Bidders Opportunity List:

The Federal DBE Program requires States to maintain a database of all Firms that are participating, or attempting to participate, on DOT-assisted contracts. The list must include all Firms that bid on prime contracts or bid or quote subcontracts on DOT-assisted Projects, including both DBE's and Non-DBE's.

A Bid Opportunity List should be submitted through the Equal Opportunity Compliance system which is available at the [Equal Opportunity Office Website](#). This information should be returned to the Equal Opportunity Office within three days of submission.

V. Project Requirements and Provisions for Work.

A. Governing Regulations:

The services performed by the Design-Build Firm shall be in compliance with all applicable Manuals and Guidelines including the Department, FHWA, AASHTO, and additional requirements specified in this document. Except to the extent inconsistent with the specific provisions in this document, the current edition, including updates, of the following Manuals and Guidelines shall be used in the performance of this work. Current edition is defined as the edition in place and adopted by the Department at the date of advertisement of this contract with the exception of the Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications, Manual on Uniform Traffic Control Devices (MUTCD), Design Standards and Revised Index Drawings. The Design-Build Firm shall use the edition of the Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications, Design Standards and Revised Index Drawings in effect at the time the bid price proposals are due in the District Office. The Design-Build Firm shall use the 2009 edition of the MUTCD (as amended in 2012). It shall be the Design-Build Firm's responsibility to acquire and utilize the necessary manuals and guidelines that apply to the work required to complete this Project. The services will include preparation of all documents necessary to complete the Project as described in Section I of this document.

1. Florida Department of Transportation Roadway Plans Preparation Manuals (PPM)

- <http://www.dot.state.fl.us/rddesign/PPMManual/PPM.shtm>
2. Florida Department of Transportation Design Standards
<http://www.dot.state.fl.us/rddesign/DesignStandards/Standards.shtm>
3. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications
<http://www.dot.state.fl.us/specificationoffice/Default.shtm>
4. Florida Department of Transportation Surveying Procedure
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/550030101.pdf>
5. Florida Department of Transportation EFB User Handbook (Electronic Field Book)
http://www.dot.state.fl.us/surveyingandmapping/doc_pubs.shtm
6. Florida Department of Transportation Drainage Manual
<http://www.dot.state.fl.us/rddesign/Hydraulics/ManualsandHandbooks.shtm>
7. Florida Department of Transportation Soils and Foundations Handbook
<http://www.dot.state.fl.us/structures/Manuals/SFH.pdf>
8. Florida Department of Transportation Structures Manual
<http://www.dot.state.fl.us/structures/DocsandPubs.shtm>
9. Florida Department of Transportation Current Structures Design Bulletins
<http://www.dot.state.fl.us/structures/Memos/currentbulletins.shtm>
10. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Manual
<http://www.dot.state.fl.us/ecso/downloads/publications/Manual/default.shtm>
11. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Production Criteria Handbook
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
12. Florida Department of Transportation Production Criteria Handbook CADD Structures Standards
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
13. Instructions for Design Standards
<http://www.dot.state.fl.us/structures/IDS/IDSportal.pdf>
14. AASHTO – A Policy on Geometric Design of Highways and Streets
https://bookstore.transportation.org/collection_detail.aspx?ID=110
15. MUTCD - 2009
<http://mutcd.fhwa.dot.gov/>
16. Safe Mobility For Life Program Policy Statement
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/000750001.pdf>
17. Traffic Engineering and Operations Safe Mobility for Life Program
<http://www.dot.state.fl.us/trafficoperations/Operations/SafetyisGolden.shtm>
18. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625020015.pdf>

19. Florida Department of Transportation Florida Sampling and Testing Methods
<http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/fstm/disclaimer.shtm>
20. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure
<http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf>
21. Florida Department of Transportation Design Bulletins and Update Memos
<http://www.dot.state.fl.us/rddesign/Bulletin/Default.shtm>
22. Florida Department of Transportation Utility Accommodation Manual
<http://www.dot.state.fl.us/specificationsoffice/utilities/UAM.shtm>
23. AASHTO LRFD Bridge Design Specifications
https://bookstore.transportation.org/category_item.aspx?id=BR
24. Florida Department of Transportation Flexible Pavement Design Manual
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
25. Florida Department of Transportation Rigid Pavement Design Manual
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
26. Florida Department of Transportation Pavement Type Selection Manual
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
27. Florida Department of Transportation Right of Way Manual
<http://www.dot.state.fl.us/rightofway/Documents.shtm>
28. Florida Department of Transportation Traffic Engineering Manual
<http://www.dot.state.fl.us/TrafficOperations//Operations/Studies/TEM/TEM.shtm>
29. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm
30. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications
<http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm>
31. AASHTO Guide for the Development of Bicycle Facilities
https://bookstore.transportation.org/collection_detail.aspx?ID=116
32. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17
33. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways
<http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FGB.shtm>
34. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2
<http://www.dot.state.fl.us/emo/pubs/pdeman/pdeman1.shtm>
35. Florida Department of Transportation Driveway Information Guide
<http://www.dot.state.fl.us/planning/systems/sm/accman/pdfs/driveway2008.pdf>
36. AASHTO Highway Safety Manual

<http://www.highwaysafetymanual.org/Pages/default.aspx>

37. Florida Statutes
<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948>

B. Innovative Aspects:

All innovative aspects shall be identified separately as such in the Technical Proposal.

An innovative aspect does not include revisions to specifications, standards or established Department policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to Project, etc.

1. Alternative Technical Concept (ATC) Proposals

The ATC process allows innovation, flexibility, time and cost savings on the design and construction of Design-Build Projects while providing the best value for the public. Any deviation from the RFP that the Design-Build Firms seeks to obtain approval prior to Technical Proposal submission is, by definition, an ATC. The proposed ATC shall provide an approach that is equal to or better than the requirements of the RFP, as determined by the Department. ATC Proposals which reduce scope, quality, performance, or reliability should not be proposed. A proposed concept does not meet the definition of an ATC if the concept is contemplated by the RFP.

The Department will keep all ATC submissions confidential prior to the Final Selection of the Proposer to the fullest extent allowed by law, with few exceptions. Although the Department will issue an addendum for all ATC Proposals contained in the list below, the Department will endeavor to maintain confidentiality of the Design-Build Firms specific ATC proposal. Prior to approving ATC's which would result in the issuance of an Addendum as a result of the item being listed below, the Design-Build Firm will be given the option to withdraw previously submitted ATC proposals. Any approved ATC Proposal related to following requirements described by this RFP shall result in the issuance of an Addendum to the RFP:

-
- Any revision changing the type of movement or number of lanes included in the concept plans
- Type 2 Categorical Exclusion commitments
- Typical Section Criteria for I-95, US 92, SR 400, CD roads, ramps and I-4, including lane widths, shoulder widths, median width, mainline design speeds
- Typical Section Criteria for local roads including lane widths, shoulder widths, design speed
- Pavement Design requirements including Design life duration, % Reliability, 18kip ESAL analysis projections, minimum structural asphalt thickness and Design LBR

The following requirements described by this RFP may be modified by the Design-Build Firm provided they are presented in the One-on-One ATC discussion meeting and submitted to the Department for review and approval through the ATC process described herein. The Department may deem a Proposal Non-Responsive should the Design-Build Firm include but fail to present and obtain Department approval of the proposed alternates through the ATC process. Department approval of an ATC proposal that is related to the items listed below will NOT result in the issuance of an Addendum to the RFP.

- Modifications to interchange configurations
- Modification to right-of-way acquisition (maps) as identified in the Reference Documents
- Typical Section revisions except for elements listed above
- Pavement Design modifications except for elements listed above
- Any other items not specifically included in the list above

2. One-on-One ATC Proposal Discussion Meetings

One-on-One ATC discussion meetings may be held in order for the Design-Build Firm to describe proposed changes to supplied basic configurations, Project scope, design criteria, and/or construction criteria. Each Design-Build Firm with proposed changes may request a One-on-One ATC discussion meeting to describe the proposed changes. The Design-Build Firm shall provide, by the deadline shown in the Schedule of Events of this RFP, a preliminary list of ATC proposals to be reviewed and discussed during the One-on-One ATC discussion meetings. This list may not be inclusive of all ATC's to be discussed but it should be sufficiently comprehensive to allow the Department to identify appropriate personnel to participate in the One-on-One ATC discussion meetings. The purpose of the One-on-One ATC discussion meeting is to discuss the ATC proposals, answer questions that the Department may have related to the ATC proposal, review other relevant information and when possible establish whether the proposal meets the definition of an ATC thereby requiring the submittal of a formal ATC submittal. The meeting should be between representatives of the Design-Build Firm and/or the Design-Build Engineer of Record and District/Central Office staff as needed to provide feedback on the ATC proposal. Immediately prior to the conclusion of the One-on-One ATC discussion meeting, the Department will advise the Design-Build Firm as to the following related to the ATC proposals which were discussed:

- The Proposal meets the criteria established herein as a qualifying ATC Proposal; therefore an ATC Proposal submission IS required, or
- The Proposal does not meet the criteria established herein as a qualifying ATC proposal since the Proposal is already allowed or contemplated by the original RFP; therefore an ATC Proposal submission is NOT required.

3. Submittal of ATC Proposals

All ATC submittals must be in writing and may be submitted at any time following the Shortlist Posting but shall be submitted prior to the deadline shown in the Schedule of Events of this RFP.

All ATC submittals are required to be on roll plots or plan sheets and shall be sequentially numbered and include the following information and discussions:

- a) Description: A description and conceptual drawings of the configuration of the ATC or other appropriate descriptive information, including, if appropriate, product details and a traffic operational analysis;
- b) Usage: The locations where and an explanation of how the ATC would be used on the Project;
- c) Deviations: References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations along with suggested changes to the requirements of the RFP which would allow the alternative proposal;

- d) Analysis: An analysis justifying use of the ATC and why the deviation, if any, from the requirements of the RFP should be allowed;
- e) Impacts: A preliminary analysis of potential impacts on vehicular traffic (both during and after construction), environmental impacts, community impacts, safety, and life-cycle Project and infrastructure costs, including impacts on the cost of repair, maintenance, and operation;
- f) Risks: A description of added risks to the Department or third parties associated with implementation of the ATC;
- g) Quality: A description of how the ATC is equal or better in quality and performance than the requirements of the RFP;
- h) Operations: Any changes in operation requirements associated with the ATC, including ease of operations;
- i) Maintenance: Any changes in maintenance requirements associated with the ATC, including ease of maintenance;
- j) Anticipated Life: Any changes in the anticipated life of the item comprising the ATC;

4. Review and Approval of ATC Submittals

After receipt of the ATC submittal, the District Design Engineer (DDE), or designee, will communicate with the appropriate staff (i.e. District Structures Engineer, District Construction Engineer, District Maintenance Engineer, State Structures Engineer, State Roadway Design Engineer, FHWA, as applicable) as necessary, and respond to the Design-Build Firm in writing as to whether the ATC is acceptable, not acceptable, or requires additional information within 14 calendar days of receipt of the ATC submittal. If the DDE, or designee, determines that more information is required for the review of an ATC, questions should be prepared by the DDE, or designee, to request and receive responses from the Design-Build Firm. The review should be completed within 14 calendar days of the receipt of the ATC submittal. If the review will require additional time, the Design-Build Firm should be notified in advance with an estimated timeframe for completion.

Approved Design Exceptions or Design Variations required as part of an approved ATC submittal will result in the issuance of an addendum to the RFP notifying all Shortlisted Design-Build Firms of the approved Design Exception(s) or Design Variation(s). Such a change will be approved by FHWA, as applicable. Prior to approving ATC's which would result in the issuance of an Addendum as a result of a Design Exception and/or Design Variation, the Design-Build Firm will be given the option to withdraw previously submitted ATC proposals.

The Department reserves the right to disclose to all Design-Build Firms, via an Addendum to the RFP, any errors of the RFP that are identified during the One-on-One ATC meetings, except to the extent that the Department determines, in its sole discretion, such disclosure would reveal confidential or proprietary information of the ATC.

ATC's are accepted by the Department at the Department's discretion and the Department reserves the right to reject any ATC submitted. The Department reserves the right to issue an Addendum to the RFP based upon a previously denied ATC Proposal, without regard to the confidentiality of the denied ATC Proposal.

The Department's Project file will clearly document all communications with any Design-Build Firm. The Design-Build Firm's Project file will clearly document all communications with the Department.

5. Incorporation of Approved ATC's into the Technical Proposal

The Design-Build Firm will have the option to include any Department Approved ATC's in the Technical Proposal. The Proposal Price should reflect any incorporated ATC's. All approved ATC's that are incorporated into the Technical Proposal must be clearly identified in the Technical Proposal Plans and/or Roll Plots. The Technical Proposal shall also include a listing of the incorporated, approved ATCs.

By submitting a Proposal, the Design-Build Firm agrees, if it is not selected, to disclosure of its work product to the successful Design-Build Firm, only after receipt of the designated stipend or after award of the contract whichever occurs first.

C. Geotechnical Services:

1. General Conditions:

The Design-Build Firm shall be responsible for identifying and performing any geotechnical investigation, analysis and design of foundations, foundation construction, foundation load and integrity testing, and inspection dictated by the Project needs in accordance with Department guidelines, procedures and specifications. All geotechnical work necessary shall be performed in accordance with the Governing Regulations. The Design-Build Firm shall be solely responsible for all geotechnical aspects of the Project.

D. Department Commitments:

The Design-Build Firm will be responsible for adhering to the project commitments identified below:

- Due to potential impacts on the Daytona Beach International Airport, the I-95 northbound exit ramp to US 92 and the northbound entrance ramp from westbound US 92 shall not be relocated any closer to the airport. The alignment of these ramps shall remain in their current location or further west away from DAB.
- The canal that is parallel to the I-95 northbound exit ramp to US 92 shall be enclosed from the Bellevue Canal to the canal on the north side of the airport to reduce the potential for water birds to interact with aircraft.
- Commitments documented in the Type 2 Categorical Exclusions.
- Provide wide shoulders for evacuation movements from Daytona Beach.
- Provide compensatory treatment for the Department's ongoing US 92 pedestrian project (FM 434871-1) in accordance with the US 92 Permit.
- Horizontal alignment of Tomoka Farms Road to accommodate future widening designed by others.
- Maintain the existing number of lanes for US 92 and I-95 (including ramp movements) during all Speed-Week events from February 2016 and all subsequent years.

E. Environmental Permits:

1. Storm Water and Surface Water:

Plans shall be prepared in accordance with Chapters 373 and 403 (F.S.) and Chapters 40 and 62 (F.A.C.).

2. **Permits:**

The Design-Build Firm shall be responsible for modifying the issued permits as necessary to accurately depict the final design. The Design-Build Firm shall be responsible for any necessary permit time extensions or re-permitting in order to keep the environmental permits valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of any and all permit applications, including responses to agency Requests for Additional Information, requests to modify the permits and/or requests for permit time extensions, for review and approval by the Department prior to submittal to the agencies.

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, Florida Administrative Code; Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, 23 CFR 771, 23 CFR 636, and parts 114 and 115, Title 33, Code of Federal Regulations. In addition to these Federal and State permitting requirements, any dredge and fill permitting required by local agencies shall be prepared in accordance with their specific regulations. Preparation of all documentation related to the acquisition of all applicable permits will be the responsibility of the Design-Build Firm. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. The Design-Build Firm is responsible for the accuracy of all information included in permit application packages. As the permittee, the Department is responsible for reviewing, approving, and signing, the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to the environmental permitting agency. A copy of any and all correspondence with any of the environmental permitting agencies shall be sent to the District Environmental Permits Office. If any agency rejects or denies the permit application, it is the Design-Build Firm's responsibility to make whatever changes necessary to ensure the permit application is approved. The Design-Build Firm shall be responsible for any necessary permit extensions or re-permitting in order to keep the environmental permits valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of any and all permit applications, including responses to agency Requests for Additional Information, requests to modify the permits and/or requests for permit extensions, for review and approval by the Department prior to submittal to the agencies.

The Design-Build Firm will be required to pay all permit fees. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm. The Design-Build Firm shall be responsible for complying with all permit conditions.

Wetland mitigation is required in the issued permits, which are based on the Concept Plans, and will be the responsibility of the Department. If any permit applications completed by the Design-Build Firm propose to increase the amount of wetland impact that requires mitigation, the Design-Build Firm shall be responsible for providing to the Department an update on the amount and type of wetland impacts as soon as the impacts are anticipated (including temporary impacts and/or any anticipated impacts due to construction staging or construction methods). The Department will direct the use of a mitigation site, private mitigation bank or the use of the water management district per 373.4137 F.S. The mitigation costs of any additional impacts proposed by the Design-Build Firm shall be the responsibility of the Design-Build Firm. If the Department directs use of a private mitigation bank, the Design-Build Firm shall pay the appropriate fee directly to the bank. If the Department directs use of 373.4137, F.S., the Design-Build Firm shall provide appropriate funds to the Department at the time of permit issuance and the Department will

then transfer the mitigation funds to the SWFWMD.

The Design-Build Firm shall be solely responsible for all costs associated with these permitting activities and shall include all necessary permitting activities in their schedule.

However, notwithstanding anything above to the contrary, upon the Design-Build Firm's preliminary request for extension of Contract Time, pursuant to 8-7.3, being made directly to the District Construction Engineer, the Department reserves unto the District Construction Engineer, in their sole and absolute discretion, according to the parameters set forth below, the authority to make a determination to grant a non-compensable time extension for any impacts beyond the reasonable control of the Design-Build Firm in securing permits. Furthermore, as to any such impact, no modification provision will be considered by the District Construction Engineer unless the Design-Build Firm clearly establishes that it has continuously from the beginning of the Project aggressively, efficiently and effectively pursued the securing of the permits including the utilization of any and all reasonably available means and methods to overcome all impacts. There shall be no right of any kind on behalf of the Design-Build Firm to challenge or otherwise seek review or appeal in any forum of any determination made by the District Construction Engineer under this provision.

F. Airport Coordination:

The Design-Build Firm shall comply with all requirements from the Federal Aviation Administration (FAA) for construction adjacent to airports. This includes, but is not limited to, the runway protection zone and stormwater management areas, as documented in AC number: 150/5200-33B, dated August 28, 2007, Hazardous Wildlife Attractants on or near Airports. The Design-Build Firm shall comply with the FAA memorandum dated September 27, 2012 entitled "Interim Guidance on Land Uses within a Runway Protection Zone. The Design-Build Firm is responsible for coordinating with FAA/DAB on the scheduling of the relocation of the wind shear towers currently located within the project limits. The relocation of the wind shear towers is the responsibility of FAA.

As the project site is located in close proximity to an active air carrier runway (Runway 7L-25R) at Daytona Beach International Airport (DAB) there is the potential for adverse impacts to airport imaginary surfaces as defined in 14 CFR Part 77 and in Order 8620.3B United States Terminal Instrument Procedures (TERPS) resulting in an adverse impact on aircraft operational safety at the airport if appropriate mitigating actions are not implemented. The Design Build Firm will coordinate with representatives from the DAB/FAA and the FDOT Office of Aviation and Spaceports throughout the duration of the project to ensure that all temporary or permanent structures, equipment used during the construction effort or objects that penetrate the 100 to 1 Obstacle Identification Surface as set forth in 14 CFR Part 77 are reviewed for their potential impact to existing and, where appropriate, future airport imaginary surfaces and that such impacts are either avoided or fully mitigated to the satisfaction of the DAB/FAA. The design build firm will at a minimum comply with the review, permitting, mitigation and approval processes set forth in 14 CFR Part 77 and Florida Statutes Chapter 333 and affiliated advisory guidance, administrative and other orders, standards and guidance letters. At its discretion the DAB, to ensure an enhanced level of operational safety, may require at their sole discretion mitigation actions that exceed the minimum requirements set forth in federal and/or state requirements/guidance. In particular, this may be considered in relation to the marking and lighting of both permanent and temporary objects (an example being construction cranes) located in the approach and departure areas off the end of the airport runway system

The design build firm will be responsible for working with the DAB prior to project commencement to facilitate the preparation of a memorandum of understanding between the design build team and the DAB

that will establish an ongoing process of project coordination that will include, but may not be limited to, periodic coordination meetings with representatives of DAB, identification of specific points of contact between the design build team and DAB, procedures and requirements for submission to DAB of information to facilitate the review of permanent and temporary objects penetrating the Obstacle Identification Surface along with the data necessary for FAA and FDOT obstruction review as a part of the OE/AAA process and F.S. Chapter 333 requirements, procedures and requirements for developing and filing of Notices to Airmen (NOTAMS) as may be required by project activities, and the delineation of State of Florida and Federal Aviation Administration standards, orders, statutes, advisory guidance that members of the design build team will need to conform to during the construction process. Through consultation with representatives of the Airport, additional information or procedures may be required to ensure the protection of airspace and the operational safety of aircraft conducting flight activity at DAB

G. Survey:

The Design-Build Firm shall perform all surveying and mapping services necessary to complete the Project. Survey services must also comply with all pertinent Florida Statutes and applicable rules in the Florida Administrative Code. All field survey data will be furnished to the District Surveyor in a Department approved digital format, readily available for input and use in CADD Design files. All surveying and mapping work must be accomplished in accordance with the Department's Surveying Procedure, Topic Nos. 550-030-101; Right-of-Way Mapping Procedure, Topic No. 550-030-015; Aerial Surveying Standards for Transportation Projects Procedure, Topic No. 550-020-002. This work must comply with the Minimum Technical Standards for Professional Surveyors and Mappers, Chapter 5J-17, F.A.C., pursuant to Section 472.027, F.S. This survey also must comply with Chapter 177, F.S.

H. Verification of Existing Conditions:

The Design-Build Firm shall be responsible for verification of existing conditions, including research of all existing Department records and other information.

By execution of the contract, the Design-Build Firm specifically acknowledges and agrees that the Design-Build Firm is contracting and being compensated for performing adequate investigations of existing site conditions sufficient to support the design developed by the Design-Build Firm and that any information is being provided merely to assist the Design-Build Firm in completing adequate site investigations. Notwithstanding any other provision in the contract documents to the contrary, no additional compensation will be paid in the event of any inaccuracies in the preliminary information.

I. Submittals:

1. Plans:

Plans must meet the minimum contents of a particular phase submittal prior to submission for review. The particular phase of each submittal shall be clearly indicated on the cover sheet. Component submittals must be accompanied by sufficient information for adjoining components or areas of work to allow for proper evaluation of the component under review.

Submittals for Category I and II bridges are limited to the following component submittals: foundation, substructure, and superstructure. Bridge component submittals must be accompanied by all supplemental information required for a complete review. Submittals for individual component elements (i.e. Pier 2, Abutment 1, Span 4, etc.) and incomplete submittals will not be accepted.

Category I and II bridge component submittals shall contain the following:

- Plan sheets for the component under review developed to the specified level of detail (i.e. 90% plans, Final plans, etc.),
- A complete set of the most developed plan sheets for all other major elements of the bridge. These sheets shall be marked “For Information Only” on the index sheet. In no case shall a plan sheet be less than 30% complete.
- Design documentation including a complete set of calculations, geotechnical reports, pertinent correspondence, etc. in support of the 90% and final component submittals.
- For Category II bridges component submittals shall also include independent peer review documentation.

The Design-Build Firm shall provide copies of required review documents as listed below.

90% Component Plans

- 1 electronic set of 11” X 17” roadway plans
- 1 electronic set of 11” X 17” structure plans
- 1 electronic set of 11” X 17” each component set
- 1 electronic copy of Final Geotechnical Report
- 1 electronic copy of Final Bridge Hydraulic Report
- 1 electronic copy of documentation – roadway/drainage
- 1 electronic copy of documentation - structures
- 1 electronic copy of Technical Special Provisions
- Load Rating
- Independent Peer reviewer’s comments and comment responses

Final Component Plans

- 1 electronic set of 11” X 17” roadway plans
- 1 electronic set of 11” X 17” structure plans
- 1 electronic set of 11” X 17” each component set
- 1 electronic set of final documentation
- 1 signed and sealed copy of Specifications Package
- 2 sets of electronic copies of Technical Special Provisions on CD
- Independent Peer Reviewer’s signed and sealed cover letter that all comments have been addressed and resolved.

Construction Set:

- 1 set of 11”X 17” copies of the signed and sealed plans for the Department to stamp “Released for construction”

Final signed and sealed plans will be delivered to the Department’s Project Manager prior to construction of any component. The Department’s Project Manager will send a copy of final signed and sealed plans to the appropriate office for review and comment. Once all

comments have been satisfactorily resolved as determined by the Department, the Department's Project Manager will initial, date and stamp each submittal as "Released for Construction". Only signed and sealed plans which are stamped "Released for Construction" by the Department's Project Manager are valid and all work that the Design-Build Firm performs in advance of the Department's release of Plans will be at the Design-Build Firm's risk. To work at risk, the Design-Build Firm must submit signed and sealed plans and can begin working prior to the Department's Project Manager providing stamped "Release for Construction" plans. The Design-Build Firm shall notify the Department five (5) days prior to starting work at risk. All work that the Design-Build Firm performs in advance of the Department's release of Plans will be at the Design-Build Firm's risk.

Record Set:

The Design-Build Firm shall furnish to the Department, upon Project completion, the following:

- 1 set of 11" X 17" signed and sealed plans
- 1 signed and sealed copy of the Bridge Load Rating based on as-built conditions
- 1 set of final documentation (if different from final component submittal)
- 2 (two) Final Project CD's

The Design-Build Firm's Professional Engineer in responsible charge of the Project's design shall professionally endorse (signed and sealed and certified) the record prints, the special provisions and all reference and support documents. The professional endorsement shall be performed in accordance with the Department Plans Preparation Manual.

The Design-Build Firm shall complete the record set as the Project is being constructed. The record set becomes the as-builts at the end of the Project. All changes shall be signed/sealed by the EOR. The record set shall reflect all changes initiated by the Design-Build Firm or the Department in the form of revisions. The record set shall be submitted on a Final Project CD upon Project completion.

The CEI shall do a review of the record set prior to final acceptance in order to complete the record set.

The CEI shall certify the final plans as per Section 4.5.7 of Chapter 4 of the Preparation and Documentation Manual (TOPIC No. 700-050-010).

2. Milestones :

Component submittals, in addition to the plan submittals listed in the previous section will be required. In addition to various submittals mentioned throughout this document the following milestone is required.

- Complete the design and construction of the I-95 southbound off-ramp to SR 44 within 100 days of Notice to Proceed
- Once the construction begins for this segment of I-95 from north of SR 44 to south of I-4, this portion must be complete within XXX days.
- Maximize the traffic flow and connections to I-4 out of Daytona Beach by January 31, 2016.

3. Airport Coordination:

Three sets of certain plan sheets are required for review by the railroad. The sets are to be mailed to the District Rail Administrator. The required sheets are:

- Key Sheet
- Typical Section(s)
- Plan & Profile Sheet(s)
- Rail-highway grade crossing detail sheet
- Signing and Pavement Marking Sheet(s)
- Cross Section Sheets

J. Contract Duration:

The Design-Build Firm shall establish the Contract Duration for the subject Project. In no event shall the Contract Duration exceed _1200_ calendar days. The Proposed Contract Duration shall be submitted with the Bid Price Proposal.

K. Project Schedule:

The Design-Build Firm shall submit a Schedule, in accordance with Subarticle 8-3.2 (Design-Build Division I Specifications). The Design-Build Firm's Schedule shall allow for up to fifteen (15) calendar days (excluding weekends and Department observed Holidays) review time for the Department's review of all submittals with the exception of Category II structures submittals. The review of Category II structures submittals requires Central Office involvement and the Schedule shall allow for up to twenty (20) calendar days (excluding weekends and Department observed Holidays) for these reviews.

The Department will perform the review of Foundation Construction submittals in accordance with Section 455.

The following Special Events have been identified in accordance with Specification 8-6.4: Daytona Speed Weeks, Bike Week, Spring Break, Black College Reunion, Biketoberfest, and any races at the Daytona International Speedway.

The minimum number of activities included in the Schedule shall be those listed in the Schedule of Values and those listed below:

- Anticipated Award Date
- Design Submittals
- Shop Drawing Submittals
- Design Survey
- Submittal Reviews by the Department and FHWA
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Start of Construction
- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition

- Foundation Design
- Foundation Construction
- Substructure Design
- Substructure Construction
- Superstructure Design
- Superstructure Construction
- Walls Design
- Walls Construction
- Roadway Design
- Roadway Construction
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Signalization and Intelligent Transportation System Design
- Signalization and Intelligent Transportation System Construction
- Lighting Design
- Lighting Construction
- Maintenance of Traffic Design
- Permit Submittals
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Holidays and Special Events (shown as non-work days)
- Additional Construction Milestones as determined by the Design-Build Firm
- Final Completion Date for All Work

L. Key Personnel/Staffing:

The Design-Build Firm's work shall be performed and directed by key personnel identified in the expanded letter of interest and/or technical proposal by the Design-Build Firm. Any changes in the indicated personnel shall be subject to review and approval by the Department's Project Manager. The Design-Build Firm shall have available a professional staff that meets the minimum training and experience set forth in Florida Statute Chapter 455.

M. Meetings and Progress Reporting:

The Design-Build Firm shall anticipate periodic meetings with Department personnel and other agencies as required for resolution of design and/or construction issues. These meetings may include:

- Department technical issue resolution
- Permit agency coordination
- Local government agency coordination
- Scoping Meetings
- System Integration Meetings

During design, the Design-Build Firm shall meet with the Department's Project Manager on a monthly basis and provide a one month look ahead of the activities to be completed during the upcoming month.

During construction, the Design-Build Firm shall meet with the Department's Project Manager on a weekly basis and provide a one-week look ahead for activities to be performed during the coming week.

The Design-Build Firm shall meet with the Department's Project Manager at least thirty (30) calendar days before beginning system integration activities. The purpose of these meetings shall be to verify the Design-Build Firm's ITS and signalization integration plans by reviewing site survey information, proposed splicing diagrams, IP addressing schemes, troubleshooting issues, and other design issues. In addition, at these meetings the Design-Build Firm shall identify any concerns regarding the Integration and provide detailed information on how such concerns will be addressed and/or minimized.

The Design-Build Firm shall provide all documentation required to support system integration meetings, including detailed functional narrative text, system and subsystem drawings and schematics. Also included shall be the documentation to demonstrate all elements of the proposed design which includes, but is not limited to: technical, functional, and operational requirements; ITS/communications; equipment; termination/patch panels; performance criteria; and details relating to interfaces to other ITS subsystems.

System Integration Meetings will be held on mutually agreeable dates.

All action items resulting from the System Integration Meeting shall be satisfactorily addressed by the Design-Build Firm and reviewed and approved by the Department.

The Design-Build Firm shall, on a monthly basis, provide written progress reports that describe the items of concern and the work performed on each task.

N. Public Involvement:

1. General:

Public involvement is an important aspect of the Project. Public involvement includes communicating to all interested persons, groups, and government organizations information regarding the development of the Project. A Public Involvement Consultant (PIC) has been hired by the Department to carry out an exhaustive Public Involvement Campaign and a marketing effort. The Design-Build Firm will continue to be part of the Public Involvement effort but on a limited basis as described below.

2. Community Awareness:

The Design-Build Firm will review and comment on a Community Awareness Program provided by the PIC for the Project.

3. Public Meetings:

The Design-Build Firm shall provide all support necessary for the PIC to hold various public meetings, which may include:

- Kick-off or introductory meeting
- Metropolitan Planning Organization (MPO) Citizens Advisory Committee Meetings
- MPO Transportation Technical Committee Meetings
- MPO Meetings
- Public Information Meetings
- Elected and appointed officials
- Special interest groups (private groups, homeowners associations, environmental groups, minority groups and individuals)

The Design-Build Firm shall include attendance one public information meeting and 10 smaller group public meetings for the term of the contract to support the public involvement program.

For any of the above type meetings the Design-Build Firm shall provide all technical assistance, data and information necessary for the PIC to produce display boards, printed material, video graphics, computerized graphics, etc., and information necessary for the day-to-day exchange of information with the public, all agencies and elected officials in order to keep them informed as to the progress and impacts that the proposed Project will create. This includes workshops, information meetings, and public hearings.

The Design-Build Firm shall, on an as-needed basis, attend the meetings with an appropriate number of personnel to assist the Department's Project Representative/PIC. The Design-Build Firm shall forward all requests for group meetings to the PIC. The Design-Build Firm shall inform the PIC of any meetings with individuals that occur without prior notice.

4. Public Workshops, Information Meetings:

The Design-Build Firm shall provide all the support services listed in No. 3 above.

All legal/display ads announcing workshops, information meetings, and public meetings will be prepared and paid for by the PIC.

The Department will be responsible for the legal/display advertisements for design concept acceptance. The PIC will be responsible for preparing and mailing (includes postage) for all letters announcing workshops and information meetings.

5. Public Involvement Data:

The Design-Build Firm is responsible for the following:

- Coordinating with the Public Involvement Consultant.
- Identifying possible permit and review agencies and providing names and contact information for these agencies to the PIC.
- Providing required expertise (staff members) to assist the PIC on an as-needed basis.
- Preparing color graphic renderings and/or computer generated graphics to depict the proposed improvements for coordination with the Department, local governments, the Urban Design Guidelines Committee, and other agencies.

The collection of public input occurs throughout the life of the Project and requires maintaining files, newspaper clippings, letters, and especially direct contacts before, during and after any of the public meetings. Articles such as those mentioned shall be provided to the PIC for their use and records.

In addition to collecting public input data, the Design-Build Firm may be asked by the PIC to prepare responses to any public inquiries as a result of the public involvement process. The Department shall review all responses prior to mailing.

O. Quality Management Plan (QMP):

1. Design:

The Design-Build Firm shall be responsible for the professional quality, technical accuracy and coordination of all surveys, designs, drawings, specifications, geotechnical and other services furnished by the Design-Build Firm under this contract.

The Design-Build Firm shall provide a Design Quality Management Plan, which describes the Quality Control (QC) procedures to be utilized to verify, independently check, and review all design drawings, specifications, and other documentation prepared as a part of the contract. In addition the QMP shall establish a Quality Assurance (QA) program to confirm that the Quality Control procedures are followed. The Design-Build Firm shall describe how the checking and review processes are to be documented to verify that the required procedures were followed. The QMP may be one utilized by the Design-Build Firm, as part of their normal operation or it may be one specifically designed for this Project. The Design-Build Firm shall submit a QMP within fifteen (15) working days following issuance of the written Notice to Proceed. A marked up set of prints from the Quality Control review will be sent in with each review submittal. The responsible Professional Engineers or Professional Surveyor that performed the Quality Control review, as well as the QA manager will sign a statement certifying that the review was conducted.

The Design-Build Firm shall, without additional compensation, correct all errors or deficiencies in the surveys, designs, drawings, specifications and/or other services.

No fabrication, casting, or construction will occur until all related design review and shop drawing review comments are resolved.

2. **Construction:**

The Design-Build Firm shall be responsible for developing and maintaining a Construction Quality Control Plan in accordance with Section 105 of Standard Specifications which describes their Quality Control procedures to verify, check, and maintain control of key construction processes and materials.

The sampling, testing and reporting of all materials used shall be in compliance with the Sampling, Testing and Reporting Guide (STRG) provided by the Department. The Design-Build Firm will use the Department's database(s) to allow audits of materials used to assure compliance with the STRG. The Department has listed the most commonly used materials and details in the Department's database. When materials being used are not in the Department's database list, the Design-Build Firm shall use appropriate material details from the STRG to report sampling and testing. Refer to the "Access Instruction for LIMS" for more information on how to gain access to the Department's databases: <http://www.dot.state.fl.us/statematerialsoffice/quality/programs/qualitycontrol/contractor.shtm>

Prepare and submit to the Engineer a Job Guide Schedule (JGS) using the Laboratory Information Management System (LIMS) in accordance with Section 105 of Standard Specifications.

The Department shall maintain its rights to inspect construction activities and request any documentation from the Design-Build Firm to ensure quality products and services are being provided in accordance with the Department's Materials Acceptance Program.

P. Liaison Office:

The Department and the Design-Build Firm will designate a Liaison Office and a Project Manager who shall be the representative of their respective organizations for the Project.

Q. Engineers Field Office:

The Design-Build Firm shall provide, furnish and maintain a minimum 1,200 square foot on-site Engineer's Field Office for exclusive use by the Department in accordance with Section 109 of the Specifications. If the Design-Build Firm sets an on-site field office, the Engineer's Field office shall be located in the same fenced/enclosed area as the Design-Build Firm's field office.

R. Schedule of Values:

The Design-Build Firm will be responsible for invoicing the Department based on current invoicing policy and procedure. Invoicing will be based on the completion or percentage of completion of major, well-defined tasks as defined in the schedule of values. Final payment will be made upon final acceptance by the Department of the Design-Build Project. Tracking DBE participation will be required under normal procedures according to the CPAM. The Design-Build Firm must submit the schedule of values to the Department for approval. No invoices shall be submitted prior to Department approval of the schedule of values.

Upon receipt of the invoice, the Department's Project Manager will make judgment on whether or not work of sufficient quality and quantity has been accomplished by comparing the reported percent complete against actual work accomplished.

S. Computer Automation:

The Project shall be developed utilizing computer automation systems in order to facilitate the development of the contract plans. Various software and operating systems were developed to aid in assuring quality and conformance with Department of Transportation policies and procedures. Seed Files, Cell Libraries, User Commands, MDL Applications and related programs developed for roadway design and drafting are available for the MicroStation V8 format in the FDOT CADD Software Suite. However, it is the responsibility of the Design-Build Firm to obtain and utilize current Department releases of all CADD applications.

The Design-Build Firm's role and responsibilities are defined in the Department's CADD Manual. The Design-Build Firm will be required to submit final documents and files which shall include complete CADD design and coordinate geometry files in Intergraph / Micro station format, as described in the above referenced document.

The archived submittal shall also include either a TIMS database file, CADD Index file (generated from RDMENU) or documentation that shall contain the Project history, file descriptions of all (and only) Project files, reference file cross references, and plotting criteria a (e.g. batch, level symbology, view attributes, and display requirements). A printed directory of the archived submittal shall be included.

T. Construction Engineering and Inspection:

The Department is responsible for providing Construction Engineering and Inspection (CEI) and Quality

Assurance Engineering.

The Design-Build Firm is subject to the Department's Independent Assurance (IA) Procedures.

U. Testing:

The Department or its representative will perform verification and resolution sampling and testing activities at both on site, as well as, off site locations such as pre-stress plants, batch plants, structural steel and weld, fabrication plants, etc. in accordance with the latest Specifications.

V. Value Added:

The Design-Build Firm may provide Value Added Project Features, in accordance with Article 5-14 of the Specifications for the following features:

- Roadway features
- Roadway drainage systems,
-
- Approach slabs
- Superstructure
- Substructure
-
- Concrete defects
- Structural steel defects
- Post-tensioning systems
- And any other products or features the Design-Build Firm desires.

The Design-Build Firm shall develop the Value Added criteria, measurable standards, and remedial work plans in the Design-Build Firm's technical proposal for features proposed by the Design-Build Firm.

W. Adjoining Construction Projects:

The Design-Build Firm shall be responsible for coordinating construction activities with other construction Projects that are impacted by or impact this Project. This includes Projects under the jurisdiction of local governments, the Department, or other regional and state agencies. Coordination with adjacent projects shall include, but not be limited to, the reconstruction of I-4 from SR 44 to I-95, the widening of I-95 from SR 406 to north of SR 44, and the US 92 pedestrian safety improvements.

X. Design Issue Escalation:

The Department has established the issue escalation process for design questions and conflict resolution that the Design-Build Firm shall follow unless revised by the Partnering agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level the Department Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Design Engineer, followed by the Director of Transportation Operations, and finally to the District Secretary. Each level shall have a maximum of three (3) calendar days (excluding weekends and Department observed holidays), to answer, resolve or address the issue. The three (3) calendar day (excluding weekends and Department observed holidays) period is a response time and does not infer resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a timely manner but not to exceed three (3) calendar days (excluding weekends and Department observed holidays). The Design-Build Firm shall provide any available supporting documentation.

The Design-Build Firm shall provide a similar issue escalation process for their organization with personnel of similar levels of responsibility.

The District Secretary will have the final authority on design decisions.

Y. Construction Clarification, Conflict Resolution, and Issue Escalation:

In the event that construction problems occur, the resolution of those problems will be processed in one of the following two ways unless revised by a Partnering agreement:

- If the resolution does not change the original intent of the technical proposal/RFP, then the Design-Build Firm Engineer of Record (EOR) will be responsible for developing the design solution to the construction problem and the Resident Engineer will be responsible for review and response within ten (10) calendar days (excluding weekends and Department observed holidays). The Resident Engineer will either concur with the proposed solution or, if the Resident Engineer has concerns, the issue will be escalated as described in the process below.
- If the resolution does alter the original intent of the technical proposal/RFP then the EOR will develop the proposed solution, copy in the Resident Engineer, and send it to the District Construction Office for review and response through the Department Project Manager. The District Construction Office will respond to the proposed solution within ten (10) calendar days (excluding weekends and Department observed holidays). The District Construction Office will either concur with the proposed solution or, if the Resident Engineer has concerns, the issue will be escalated as described in the process below. Changes to the original intent of the technical proposal/RFP will require a contract change order and FHWA approval.
- The Department has established the issue escalation process for construction questions and conflict resolution that the Design-Build Firm shall follow unless revised by the Partnering agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level the Department Project Manager shall forward the issue to the next level in the

process. The escalation process begins with the District Construction Engineer, followed by the Director of Transportation Operations, and finally to the District Secretary. Each level shall have a maximum of three (3) calendar days (excluding weekends and Department observed holidays) to answer, resolve or address the issue. The three (3) calendar day (excluding weekends and Department observed holidays) period is a response time and does not infer resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a timely manner but not to exceed three (3) calendar days (excluding weekends and Department observed holidays). The Design-Build Firm shall provide any available supporting documentation.

The Design-Build Firm shall provide a similar issue escalation process for their organization with personnel of similar levels of responsibility.

Should an impasse develop, the Dispute Review Board shall assist in the resolution of disputes and claims arising out of the work on the Contract.

Z. No Excuse Bonuses, Incentives, and Disincentives:

This project involves a combination of No Excuse Bonuses, Incentives, and Disincentives pertaining to the completion of various elements of the project as well as completion of the full project. The No Excuse Bonuses, Incentives, and Disincentives are described in detail in the Division I Specifications for the project. The following summarizes the elements that are included in the No Excuse Bonuses, Incentives, and Disincentives for the project.

Project Completion

The project includes a milestone of the number of days in the price proposal and includes the completion and final acceptance of all construction. This milestone involves both a No-Excuse Bonus and a Disincentive as defined in Section 8-13.1 of the Division I Specifications for this project.

I-95 and SR 44 Safety Improvement

The project includes a separate No-Excuse Bonus and Disincentive for the completion of the safety improvements at the southbound I-95 off-ramp to SR 44. The SR 44 safety improvement completion shall be defined as completion of all construction, including final signing and pavement markings. The Design-Build Firm shall clear all equipment, material, and debris from the project area prior to the milestone date.

The No Excuse Bonuses and Disincentives are detailed in Section 8-13.1 of the Division I Specifications for this project.

I-95 Improvements from North of SR 44 to South of SR 400

This project includes a No Excuse Bonus and Disincentive for the completion of the six-laning of I-95 from north of SR 44 to south of SR 400. The completion shall be defined as construction of all work, including the friction course and final pavement markings. The Design-Build Firm shall clear all equipment, material, and debris from the project area prior to the milestone date.

The No Excuse Bonuses and Disincentives are detailed in Section 8-13.1 of the Division I Specifications for this project.

2016 Event Traffic Plan

The project includes a No Excuse Milestone Bonus for the 2016 Event Traffic Plan. The Design-Build Firm shall develop a 2016 Event Traffic Plan that will detail how the efficient and effective movement of traffic out of the City of Daytona Beach and the Daytona Speedway area will be accommodated. The plan, as a minimum, should provide at least as many lanes exiting to the west, north and south from the Daytona Speedway area and the City of Daytona Beach as will be included in the final configuration. These lanes shall be available to traffic from January 15, 2016 through final acceptance, even if some of the lanes are temporary. For the milestone, the plan as defined by the Design-Build Firm in the Technical Proposal shall be submitted to the Department for review and acceptance by July 15, 2015 and implemented by January 15, 2016 to achieve the incentive.

VI. Design and Construction Criteria.

A. General:

The Design-Build Firm shall be responsible for: detailed plan checking as outlined in the Plans Preparation Manual (PPM); as described in the RFP; and the Design and Construction criteria package. This includes a checklist of the items listed in the PPM for each completed phase submittal. Bridge submittals may be broken into foundation, substructure, superstructure, approach spans and main channel spans. Roadway submittals may be broken down into grading, drainage, walls, ITS, signing & pavement marking, signalization, lighting and final geometry components. The component design must be in conformity with the Design and Construction Criteria requirements, approved preliminary layout and concept as provided in the Technical Proposal.

Before construction activities can begin for a specific component, signed and sealed design plans and calculations supporting the design for that component must be reviewed by the Department. Component submittals shall be complete submittals along with all the supporting information necessary for review. The work must represent logical work activities and must show impacts on subsequent work on this Project. Any modification to the component construction due to subsequent design changes as the result of design development is solely the Design-Build Firm's risk. Upon review by the Department, the plans will be stamped "Released for Construction" and initialed and dated by the reviewer. Any construction initiated by the Design-Build Firm prior to receiving signed and sealed plans stamped "Released for Construction" shall be at the sole risk of the Design-Build Firm.

Prior to submittal to the Department, all Category II bridge plans shall have a peer review analysis in accordance with PPM Volume 1 Chapter 26.

All design and construction work completed under the Contract shall be in accordance with the United States Standard Measures.

B. Geotechnical Services:

Driven Pile Foundations for Bridges and Major Structures

The Design-Build Firm shall determine whether the resistance factors used for pile design will be based

on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Osterberg Cell Load Test or Statnamic Load Test. For Osterberg Cell Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for pile foundations in any of the following areas of the Project, a minimum number of successful load tests must be performed in representative locations of that area:

- I-95 at Spruce Creek, (minimum 2 tests)
- I-95 at SR 421 (Dunlawton Ave.), (minimum 2 tests)
- I-95 at I-4 interchange, (minimum 2 tests)
- I-95 at US 92 interchange, (minimum 2 tests)

The Design-Build Firm shall be responsible for the following:

1. Selection of pile type and size.
2. Selection of test pile lengths, locations and quantity of test piles.
3. Selection of pile testing methods.
4. Determining the frequency of such testing unless otherwise stated herein.
5. Performance of the selected test pile program, including dynamic load test personnel and equipment. The Department may observe the installation of test piles and all pile testing.
6. Preparing and submitting a Pile Installation Plan for the Department's acceptance.
7. Selection of production pile lengths.
8. Development of the driving criteria.
9. Driving piles to the required capacity and minimum penetration depth.
10. Inspecting and Recording the pile driving information.
11. Submitting Foundation Certification Packages.
12. Providing safe access, and cooperating with the Department in verification of the piles, both during construction and after submittal of the certification package.

Drilled Shaft Foundations for Bridges and Miscellaneous Structures

The Design-Build Firm shall determine whether the resistance factors used for drilled shaft design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Osterberg Cell Load Test or Statnamic Load Test. For Osterberg Cell Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for drilled shafts in any of the following areas of the Project, a minimum number of successful load tests must be performed in representative locations of that area:

- I-95 at Spruce Creek, (minimum 2 tests)
- I-95 at SR 421 (Dunlawton Ave.), (minimum 2 tests)
- I-95 at I-4 interchange, (minimum 2 tests)

- I-95 at US 92 interchange, (minimum 2 tests)

The Design-Build Firm shall be responsible for the following:

1. Evaluating geotechnical conditions to determine the drilled shaft diameter and length and construction methods to be used.
2. Performing the subsurface investigation and drilling pilot holes prior to establishing the drilled shaft tip elevations and socket requirements. For redundant drilled shaft bridge foundations, perform at least one test boring in accordance with the Soils and Foundations Handbook at each bent/pier.
3. Determining the locations of the load test shafts and the types of tests that will be performed.
4. Performing pilot borings for test holes (also known as test shafts or method shafts) and load test shafts and providing the results to the Department at least one (1) working day before beginning construction of these shafts.
5. Preparing and submitting a Drilled Shaft Installation Plan for the Department's acceptance.
6. Constructing the method shaft (test hole) and load test shafts successfully and conducting integrity tests on these shafts.
7. Providing all personnel and equipment to perform a load test program on the load test shafts.
8. Determining the production shaft lengths.
9. Documenting and providing a report that includes all load test shaft data, analysis, and recommendations to the Department.
10. Constructing all drilled shafts to the required tip elevation and socket requirement in accordance with the specifications.
11. Inspecting and documenting the construction of all drilled shafts in accordance with the specifications.
12. Performing Cross-Hole Sonic Logging (CSL) or Thermal Integrity tests on all non-redundant drilled shafts supporting bridges. For redundant drilled shaft bridge foundations and drilled shafts for miscellaneous structures, perform CSL or Thermal Integrity testing on any shaft suspected of containing defects.
13. Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging.
14. Submitting Foundation Certification Packages in accordance with the specifications.
15. Providing safe access, and cooperating with the Department in verification of the drilled shafts, both during construction and after submittal of the certification package.

Spread Footings Foundations

The Design-Build Firm shall be responsible for the following:

1. Evaluating geotechnical conditions and designing the spread footing.
2. Constructing the spread footing to the required footing elevation, at the required soil or rock material, and at the required compaction levels, in accordance with the specifications.
3. Inspecting and documenting the spread footing construction.
4. Submitting Foundation Certification Packages in accordance with the specifications.
5. Providing safe access, and cooperating with the Department in verification of the spread footing, both during construction and after submittal of the certification package.

Auger Cast Piles for Sound Barrier Walls

The Design-Build Firm shall be responsible for the following:

1. Evaluating geotechnical conditions and designing the foundations, including diameter and lengths.
2. Constructing all auger cast piles to the required tip elevation and socket requirements, in accordance with the specifications.
3. Preparing and submitting a Auger Cast Pile Installation Plan for the Department's acceptance.
4. Inspecting and documenting the auger cast pile installation.
5. Submitting Foundation Certification Packages in accordance with the specifications.
6. Providing safe access, and cooperating with the Department in verification of the auger cast piles, both during construction and after submittal of the certification package.

C. Utility Coordination:

The Design-Build Firm shall utilize a single dedicated person responsible for managing all utility coordination. This person shall be contractually referred to as the Utility Coordination Manager and shall be identified in the Design-Build Firm's proposal. The Design-Build Firm shall notify the Department in writing of any change in the identity of the Utility Coordination Manager. The Utility Coordination Manager shall have the following knowledge, skills, and abilities:

1. A minimum of 4 years of experience performing utility coordination in accordance with Department standards, policies, and procedures.
2. Knowledge of the Department plans production process and utility coordination practices,
3. Knowledge of Department agreements, standards, policies, and procedures.

The Design-Build Firm's Utility Coordination Manager shall be responsible for managing all utility coordination, including, but not limited to, the following:

1. Ensuring that all utility coordination and activities are conducted in accordance with the requirements of the Contract Documents.
2. Identifying all existing utilities and coordinating any new installations. Locating any Department utilities and/or utilities servicing Department facilities and property. Reviewing proposed utility permit application packages and recommending approval/disapproval of each permit application based on the compatibility of the permit as related to the Design-Build Firm's plans.
3. Scheduling utility meetings, preparing and distributing minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
4. Distributing all plans, conflict matrices and changes to affected Utility Agency/Owners and making sure this information is properly coordinated.
5. Identifying and coordinating the execution and performance under any agreement that is required for any utility work needed in with the Design-Build Project.
6. Preparing, reviewing, approving, signing, coordinating the implementation of and submitting to the Department for review and acceptance, all Utility Work Schedules.
7. Resolving utility conflicts.
8. Obtaining and maintaining all appropriate Sunshine State One Call Tickets.

9. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.
10. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested.
11. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs.

The following UA/O's have been identified by the Department as having facilities within the Project corridor which may be impacted by the Project. Also provided below is a determination made by the Department as to the eligibility of reimbursement for each potentially impacted UA/O identified herein.

UA/O	Eligible for Reimbursement (Y/N)
	Y
	Y
	Y
	Y
	Y
	Y
	Y
	Y

The Department has conducted limited advanced utility coordination with the UA/O's listed above.

D. Roadway Plans:

General:

The Design-Build Firm shall prepare the Roadway Plans Package. This work effort includes the roadway design and drainage analysis needed to prepare a complete set of Roadway Plans, Traffic Control Plans, Environmental Permits and other necessary documents.

The safety improvements on the I-95 southbound exit ramp to SR 44 shall include a solution to the right-turn sight distance/merge issue. The scope of work for this is included as an Attachment to this RFP.

The roadway plans shall be developed to accommodate the future rail corridor in the median of I-4 that shall extend east in the median of SR 400 through the interchange with I-95 to Williamson Boulevard. The minimum 23.5-foot vertical clearance and a 44-foot horizontal clearance (from face of barrier to face of barrier in the rail corridor) shall be provided for the rail envelope.

Design Analysis:

If the Design-Build Firm alters the Typical Section Package, Pavement Design Package or Drainage Analysis Report, the modifications shall be submitted to the Department for review and concurrence by the Department and FHWA.

Any deviation from the Department's design criteria will require a design variation and any deviation from AASHTO will require a design exception. All such design variations and exceptions must be approved as an ATC.

These modified packages shall include the following:

1. **Roadway Design:**

See PPM Volume 2; Chapter 2 for Roadway Design sheets, elements and completion level required for each submittal.

The Design-Build Firm shall provide minimum outside shoulder width of 12-foot on bridges and adjacent to barrier walls and 14-foot, with 12 feet paved, at the following locations (see attachment):

- Southbound I-95 CD from westbound US 92 on ramp through the I-4 westbound on ramp
- Westbound I-4 from the southbound I-95 on ramp to US 92
- Westbound US 92 from the ramp diverge to northbound I-95 and northbound I-95 to the north project limit
- Westbound US 92 from the ramp diverge to southbound I-95 to the southbound CD road

2. **Typical Section Package:**

The Department has developed Typical Section Criteria for this Project which includes the following minimum requirements for the elements as shown below. Any deviation from or revision to these Typical Section Elements is at the risk of the Design-Build Firm and will require approval from the Department as indicated in the ATC Section of this RFP.

I-95 Typical Section Elements:

- 6 mainline lanes (3 lanes in each direction)
- 12' wide travel and auxiliary lanes
- 12' full width and 10' paved width outside and inside (median) shoulder widths
- 10' outside and inside bridge shoulder widths
- 70 MPH Design Speed
- 40' Median width
- Median barrier

I-4 Typical Section Elements:

- 6 mainline lanes (3 lanes in each direction)
- 12' wide travel and auxiliary lanes
- 12' full width and 10' paved width outside and inside (median) shoulder widths

- 10' outside and inside bridge shoulder widths
- 70 MPH Design Speed
- 68' Median width
- Median barrier

SR 400 Typical Section Elements:

- 4 through lanes (2 lanes in each direction)
- 12' wide travel and auxiliary lanes
- 12' full width and 10' paved width outside and 8' full width and 4' paved width inside (median) shoulder widths
- 60 MPH Design Speed
- 68' Median width

US 92 Typical Section Elements:

- 6 mainline lanes (3 lanes in each direction)
- 12' wide travel and auxiliary lanes
- 12' full width and 5' paved width outside shoulders
- Minimum 6' width sidewalks
- 50 MPH Design Speed

Tomoka Farms Typical Section Elements:

3 mainline lanes (2 northbound lanes and 1 southbound lanes)

12' wide travel

Type E curb and gutter on the inside and Type F curb and gutter on the outside

Minimum 5' width sidewalks on outside

40 MPH Design Speed

Typical shall accommodate a future typical four lane section

Add CDs, 1 lane ramp, 2 lane ramp and any other typical sections

3. **Pavement Design Package:**

In addition to the Flexible Pavement Design Manual requirements, the following minimum pavement design requirements shall be provided:

- All friction courses shall have PG76-22 (PMA) binder.
- All PG76-22 binder required in the structural lift(s) shall be Polymer Modified Asphalt binder (PMA).
- All requirements outlined in Table 3.1

TABLE 3.1

ROADWAY	DESCRIPTION	% R (NEW/ M&R)	M _R (psi)	LBR	ESAL	Minimum Milling & Resurfacing	Minimum Structural Pavement	Traffic Level
SR 9 (I-95)	Traffic Lanes from Begin Project to MP 27.0	90/95	22,000	21	23,000,000	2.75"	5"	D
	Traffic Lanes from MP 27.0 to MP 29.0 ⁽¹⁾	90/95	20,400	29	30,000,000	2.75"	5"	E
	R3 & L3 from MP 27.0 to MP 29.0	90/95	20,400	29	30,000,000	3.25"	5"	E
	Traffic Lanes from MP 29.0 to MP 30.536	90/95	20,400	29	42,000,000	3.25"	5"	E
	Mainline Shoulders	90/95	22,000	21	3% of Adjacent Mainline Traffic	1.5"	1.5"	B
	Ramps	90/95	22,000	21	50% of Adjacent Mainline Traffic	2.2"	3"	C
	Ramp Shoulders	90/95	22,000	21	3% of Ramp Traffic	1.5"	1.5"	C
SR 400 (I-4) & BEVILLE RD.	Traffic Lanes	90/95	19,400	29	29,000,000	2.75"	5"	D
	Mainline Shoulders	90/95	19,400	29	3% of Adjacent Mainline Traffic	1.5"	1.5"	B
NBCD, SBCD & WBCD	Traffic Lanes	85/95	19,400	29	36,900,000	2.75"	5"	E
	Shoulders	85/95	19,400	29	3% of Adjacent Mainline Traffic	1.5"	1.5"	B
US 92	Traffic Lanes	90/95	19,400	29	21,000,000	2.75"	5"	D
	Shoulders	90/95	19,400	29	3% of Adjacent Mainline Traffic	1.5"	1.5"	B
TOMOKA FARMS RD.	Traffic Lanes	90/95	19,400	29	9,000,000	1.5"	3"	C
	Shoulders	90/95	19,400	29	3% of Adjacent Mainline Traffic	1.5"	1.5"	C
BELLEVUE AVE.	Traffic Lanes	90/95	19,400	29	11,400,000	1.5"	3"	D
	Shoulders	90/95	19,400	29	3% of Adjacent Mainline Traffic	1.5"	1.5"	D

1. Minimum design reliability factors

2. Resilient modulus for existing and proposed widening (show assumptions)
3. Roadbed resilient modulus
4. Minimum structural asphalt thickness
5. Cross slope
6. Identify the need for modified binder
7. Pavement coring and evaluation
8. Identify if ARMI layer is required
9. Minimum milling depth

4. **2016 Event Traffic Plan:**

The Design-Build Firm shall prepare a 2016 Event Traffic Plan. The purpose of this plan is to document how the Design-Build Firm proposes to provide the same number of lanes as provided in the proposed final configuration for movements exiting the City of Daytona Beach and the Daytona Speedway area to the west, north, and south. These lanes shall be provided from January 15, 2016 through final acceptance and the proposed final configuration. During construction, some exiting lanes may be temporary.

The plan shall be summarized in the Design-Build Firm's Technical Proposal. The plan shall be submitted to the Department for their review and acceptance no later than July 15, 2015. The plan shall be fully implemented by January 15, 2016 to accommodate speedway and other events scheduled thereafter.

5. **Drainage Analysis:**

The Design-Build Firm shall be responsible for designing the drainage and stormwater management systems. All design work shall be in compliance with the Department's Drainage Manual; Florida Administrative Code, chapter 14-86; Federal Aid Policy Guide 23 CFR 650A; and the requirements of the regulatory agencies. This work will include the engineering analysis necessary to design any or all of the following: cross drains, French drains, roadway ditches, outfall ditches, storm sewers, retention/detention facilities, interchange drainage and water management, other drainage systems and elements of systems as required for a complete analysis. Full coordination with all permitting agencies, the District Environmental Permit and Drainage Design Offices will be required from the outset. Full documentation of all meetings and decisions are to be submitted to the District Drainage Design section. These activities and submittals should be coordinated through the Department's Project Manager.

The exact number of drainage basins, outfalls and water management facilities (retention/detention areas, weirs, etc.) will be the Design-Build Firm's responsibility.

The objective is to obtain approved stormwater treatment/attenuation design.

Perform design and generate construction plans documenting the permitted systems function to criteria.

The Design-Build Firm shall verify that all existing cross drains and storm sewers that are to remain have adequate hydraulic capacity and design life. Flood flow requirements will be determined in accordance with the Department's procedures. If any of these existing cross drains or storm sewers are found to be hydraulically inadequate or found to have insufficient design life, they must be replaced or supplemented in accordance with the drainage requirements of this RFP. If any existing cross drains or storm sewers require repairs but otherwise would have sufficient remaining design life, repairs shall be made in

accordance with the requirements of this RFP.

The Design-Build Firm will consider optional culvert materials in accordance with the Department's Drainage Manual Criteria.

Prior to proceeding with the Drainage Design, the Design-Build Firm shall meet with the District Drainage Engineer. The purpose of this meeting is to provide information to the Design-Build Firm that will better coordinate the Preliminary and Final Drainage Design efforts. This meeting is Mandatory and is to occur fifteen (15) calendar days (excluding weekends and Department observed holidays) prior to any submittals containing drainage components.

The Design-Build Firm shall provide the Department's District Drainage Engineer a signed and sealed Drainage Design Report. It shall be a record set of all drainage computations, both hydrologic and hydraulic. The engineer shall include all necessary support data.

The Design-Build Firm shall provide compensatory stormwater treatment for 6.4 acres of additional impervious area (that is currently not being treated for this project). This additional treatment is required for the US 92 Pedestrian Safety Improvement project (FM 434871-1) in accordance with the US 92 SJRWMD permit.

E. Geometric:

The Design-Build Firm shall prepare the geometric design for the Project using the Design Standards that are most appropriate with proper consideration given to the design traffic volumes, adjacent land use, design consistency, aesthetics, ADA requirements, and this document.

The design elements shall include, but not be limited to, the horizontal and vertical alignments, lane widths, shoulder widths, median widths, cross slopes, borders, sight distance, side slopes, front slopes and ditches. The geometric design developed by the Design-Build Firm shall be an engineering solution that is not merely an adherence to the minimum AASHTO and/or Department standards.

All interchange ramps within the limits of the project shall be designed as parallel type entrance and exit ramps. The minimum parallel acceleration length for the entrance ramps shall be 1000 feet, followed by a 300 foot taper. This acceleration length requirement shall be measured from where the left edge of the proposed ramp travel lane meets the edge of the Interstate travel lane to the beginning of the taper. Acceleration lengths greater than the minimum stated here may be required depending on vertical grades, ramp design speeds and ramp geometry.

The minimum parallel deceleration length for the exit ramps shall include a 300 foot taper followed by a minimum 800 foot deceleration lane. This deceleration length requirement shall be measured from where a full lane is developed following the taper to where the left edge of the proposed ramp travel lane splits from the edge of the Interstate travel lane. Deceleration lengths greater than the minimum stated here may be required depending on vertical grades, ramp design speeds and ramp geometry

The northbound I-95 exit ramp to US 92 and the eastbound US 92 entrance ramp to I-95 northbound shall be designed such that the edge of travel lanes shall be no closer to the existing runway at DAB than the existing ramps. This requirement is NOT shown in the Concept Plans included as a Reference Document to this RFP.

F. Design Documentation, Calculations, and Computations:

The Design-Build Firm shall submit to the Department design documentation, notes, calculations, and computations to document the design conclusions reached during the development of the construction plans.

The design notes and computation sheets shall be fully titled, numbered, dated, indexed, and signed by the designer and the checker. Computer output forms and other oversized sheets shall be folded to a standard size 8½" x 11". The data shall be in a hard-back folder for submittal to the Department. At the Project completion, a final set of design notes and computations, signed by the Design-Build Firm, shall be submitted with the record set of plans and tracings.

The design documentation, notes, calculations and computations shall include, but not be limited to the following data:

1. Design Standards used for the Project
2. Geometric design calculations for horizontal alignments
3. Vertical geometry calculations
4. Documentation of decisions reached resulting from meetings, telephone conversations or site visits

G. Structure Plans:

1. Bridge Design Analysis:

- a. The Design-Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the plans.
- b. The Design-Build Firm shall insure that the final geotechnical and hydraulic recommendations and reports required for bridge design are submitted with the 90% bridge plans.
- c. The Design-Build Firm shall "Load Rate" all bridges in accordance with the Department Procedure 850-010-035 and the Structures Manual. The bridge load rating shall be submitted to the Department for review with the 90% superstructure submittal. The as-bid load rating (based on the 90% design plans) shall be provided to the Department before any traffic is placed on the bridge. The as-bid load rating shall be signed and sealed by a Professional Engineer licensed in the State of Florida. A final, signed and sealed copy of the Bridge Load Rating, updated for the as-built conditions shall be submitted to the Department's Project Representative and the District Structures Maintenance Engineer with the as-built bridge plans.
- d. The Design-Build Firm shall evaluate scour on all bridges over water using the procedures described in HEC 18.
- e. Any erection, demolition, and any proposed sheeting and/or shoring plans that may potentially impact the railroad must be submitted to and approved by the railroad. This applies to areas adjacent to, within and

over railroad rights of ways.

- f. The Engineer of Record for bridges shall analyze the effects of the construction related loads on the permanent structure. These effects include but are not limited to: construction equipment loads, change in segment length, change in construction sequence, etc. The Engineer of Record shall review all specialty engineer submittals (camber curves, falseworks systems, etc.) to ensure compliance with the contract plan requirements and intent.

2. Criteria

The Design-Build Firm shall incorporate the following into the design of this facility:

- a. All plans and designs are to be prepared in accordance with AASHTO LRFD Bridge Design Specifications, Department Standard Specifications, Structures Manual, Plans Preparation Manual, Department Standard Drawings, Supplemental Specifications, Special Provisions, and directions from the State Structures Design Engineer, Temporary Design Bulletins, Structures Design Office and / or District Structures Design Engineer.
- b. Bridge Widening: In general, match the existing as per the Department Structures Manual.
- c. Critical Temporary Retaining Walls: Whenever the construction of a structural component (such as a wall, footing, or other such component) requires excavation that may endanger the public or an existing structure that is in use the Design-Build Firm must protect the existing facility and the public. If a critical temporary retaining wall is, therefore, required during the construction stage only, it may be removed and reused after completion of the work. Such systems as steel sheet pilings, soldier beams and lagging or other similar systems are commonly used. In such cases, the Design-Build Firm is responsible for designing detailing the wall in the set of contract plans. These plans must be signed and sealed by the Structural Engineer in responsible charge of the wall design.
- d. For bridges over navigable waterways, establish the required pier strengths using the MathCadd program furnished by the Department if no specific pier strength is listed in the Design and Criteria Package. The MathCadd program furnished by the Department allows for the proposed bridge geometry to be input by the Engineer. Other parameters such as water traffic, waterway characteristics, etc. may not be changed. This assures that all Design-Build Firms are designing on the same assumptions other than the specific bridge layout that each is proposing.

The Design-Build Firm shall leave the northbound bridge over Spruce Creek in place for potential future use by the City of Port Orange. The Design-Build Firm shall remove the asphalt pavement approaching the bridge, but shall leave the embankment on the approaches in place. The alignment of I-95 across Spruce Creek shall follow the alignment in the Concept Plans, or the Design-Build Firm shall complete

the required noise study and be responsible for any noise abatement resulting from the revised alignment. All additional environmental impacts associated with a realignment of the I-95 crossing of Spruce Creek shall be the responsibility of the Design-Build Firm.

H. Specifications:

Department Specifications may not be modified or revised. The Design-Build Firm shall also include all Technical Special Provisions, which will apply to the work in the proposal. Technical Special Provisions shall be written only for items not addressed by Department Specifications, and shall not be used as a means of changing Department Specifications.

Before construction activities can begin, the Design-Build Firm shall prepare and submit a signed and sealed Construction Specifications Package for the Project, containing all applicable Division II and III Special Provisions and Supplemental Specifications from the Specifications Workbook in effect at the time the Bid Price Proposals were due in the District Office. The Specifications Package shall be prepared, signed and sealed by the Design-Build Firm's Engineer of Record who has successfully completed the mandatory Specifications Package Preparations Training.

The website for completing the training is at the following URL address:

<http://www2.dot.state.fl.us/SpecificationsEstimates/PackagePreparation/TrainingConsultants.aspx>

Specification Workbooks are posted on the Department's website at the following URL address:

<https://www2.dot.state.fl.us/SpecificationsPackage/Utilities/Membership/login.aspx?ReturnUrl=%2fspecificationspackage%2fDefault.aspx>.

The signed and sealed Specifications Package shall also include individually signed and sealed Technical Special Provisions for any and all work not addressed by Department Specifications. Any Technical Special Provisions included in the signed and sealed Construction Specifications Package which had not been included in the proposal phase, may require a contract cost modification as a condition of approval.

Upon review by the Department, the Construction Specifications Package will be stamped "Released for Construction" and initialed and dated by the reviewer.

Any subsequent modifications to the Construction Specifications Package shall be prepared, signed and sealed as a Supplemental Specifications Package, subject to the same process for submittal, review, and release for construction, as described above, for the original Construction Specifications Package. Construction work affected by Supplemental Specifications Packages shall not begin until stamped "Released for Construction" Supplemental Specification Package is obtained.

To work at risk, the Design-Build Firm must submit signed and sealed specifications and can begin working prior to the Department's Project Manager providing stamped "Release for Construction" specifications. The Design-Build Firm shall notify the Department five (5) week prior to starting work at risk. All work that the Design-Build Firm performs in advance of the Department's release of Specifications will be at the Design-Build Firm's risk.

I. Shop Drawings:

The Design-Build Firm shall be responsible for the preparation and approval of all Shop Drawings. Shop Drawings shall be in conformance with the Departments Plans Preparation Manual when submitted to the Department and shall bear the stamp and signature of the Design-Build Firm's Engineer of Record (EOR), and Specialty Engineer, as appropriate. The Department shall review the Shop Drawing(s) to evaluate compliance with Project requirements and provide any findings to the Design-Build Firm. The Departments procedural review of shop drawings is to assure that the Design-Build Firm's EOR has approved and signed the drawing, the drawing has been independently reviewed and is in general conformance with the plans. The Departments review is not meant to be a complete and detailed review. Upon review of the shop drawing, the Department will stamp "Released for Construction" or "Released for Construction as noted" and initialed and dated by the reviewer.

Shop Drawing submittals must be accompanied by sufficient information for adjoining components or areas of work to allow for proper evaluation of the Shop Drawing(s) submitted for review.

J. Sequence of Construction:

The Design-Build Firm shall construct the work in a logical manner and with the following objectives as guides:

1. Maintain or improve, to the maximum extent possible, the quality of existing traffic operations, both in terms of flow rate and safety, throughout the duration of the Project.
2. Minimize the number of different Traffic Control Plan (TCP) phases, i.e., number of different diversions and detours for a given traffic movement.
3. Take advantage of newly constructed portions of the permanent facility as soon as possible when it is in the best interest of traffic operations and construction activity.
4. Maintain reasonable direct access to adjacent properties at all times, with the exception in areas of limited access right-of-way where direct access is not permitted.
5. Proper coordination with adjacent construction Projects and maintaining agencies.

The Design-Build Firm shall design and construct the segment of I-95 from SR 44 to south of I-4 within the right-of-way currently owned by the Department. For the segment of I-95 from south of I-4 to north of US 92, the Design-Build Firm shall define the right-of-way required for the proposed improvements. With the exception of the southeast quadrant of the interchange of I-95 and US 92, where the existing right-of-way is to remain unchanged in the area of the DAB runway, the Design-Build Firm shall make every attempt to reduce the amount of right-of-way and number of parcels required for the improvements.

Once the right-of-way is defined, the Design-Build Firm shall provide the right-of-way requirements to the Department. The Department shall modify the existing right-of-way maps and complete the acquisition of the right-of-way within 21 months of receiving the right-of-way requirements from the Design-Build Firm. The Design-Build Firm shall not enter or construct improvements on property not under Department ownership without written consent from the Department.

The Department will acquire the right-of-way for Pond P-15 located north of US 92 and west of I-95. It is anticipated the Department will own the property no later than March 2015. The Design-Build Firm shall schedule all work on this property after July 1, 2015.

It is the intent of the Department that the Design-Build Firm initiate design of the interchange of I-95 with I-4 and US 92 immediately upon receipt of Notice to Proceed to deliver the right-of-way requirements to the Department as early as possible.

K. Stormwater Pollution Prevention Plans (SWPPP):

The Design-Build Firm shall prepare a Storm Water Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System (NPDES). The Design-Build Firm shall refer to the Department's Project Development and Environment Manual and Florida Department of Environmental Protection (FDEP) Rule 62-621.300(4)(a) for information in regard to the SWPPP. The SWPPP and the Design-Build Firm's Certification (FDEP Form 62-621.300(4)(b) **NOTICE OF INTENT (NOI) TO USE GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES**) shall be submitted for Department review and approval. Department approval must be obtained prior to beginning construction activities, and the Design-Build Firm is responsible for submitting the NOI and NOT to FDEP once approved by the Department.

L. Temporary Traffic Control Plan:

1. Traffic Control Analysis:

The Design-Build Firm shall design a safe and effective Temporary Traffic Control Plan to move vehicular traffic during all phases of construction. Topics to be addressed shall include, but are not limited to, construction phasing, utility relocation, drainage structures, signalization, ditches, front slopes, back slopes, drop offs within clear zone, and traffic monitoring sites. Special consideration shall be given to the drainage system when developing the construction phases. Positive drainage must be maintained at all times.

The Temporary Traffic Control Plan shall address how to assist with maintenance of traffic throughout the duration of the contract.

The Temporary Traffic Control Plan shall be prepared by a certified designer who has completed the Department's training course, and in accordance with the Department's Design Standards and the Roadway Plans Preparation Manual.

The Temporary Traffic Control Plan shall be developed to accommodate the Design-Build Firm's 2016 Event Traffic Plan.

Transportation Management Plans (TMPs) are required for significant Projects which are defined as:

1. A Project that, alone or in combination with other concurrent Projects nearby, is anticipated to cause sustained work zone impacts.
2. All Interstate system Projects within the boundaries of a designated Transportation Management Area (TMA) that occupy a location for more than three days with either intermittent or continuous lane closures shall be considered as significant Projects.

For significant Projects a TMP will consist of three components:

- (1) Temporary Traffic Control (TTC) plan component;
- (2) Transportation Operations (TO) component; and
- (3) Public Information (PI) component

Additional information can be found in chapter 10 of the PPM.

1. **Temporary Traffic Control Plans:**

The Design-Build Firm shall utilize Index Series 600 of the Department's Design Standards where applicable. Should these standards be inadequate, a detailed Temporary Traffic Control Plan shall be developed. The Design-Build Firm shall prepare plan sheets, notes, and details to include the following: typical section sheet(s), general notes and construction sequence sheet(s), typical detail sheet(s), traffic control plan sheet(s).

The Design-Build Firm shall prepare additional plan sheets such as cross sections, profiles, drainage structures, retaining wall details, and sheet piling as necessary for proper construction and implementation of the Temporary Traffic Control Plan.

Note to the developer of the RFP: The following section should include a list of all Local Events that have a direct impact to traffic within the Project limits. Coordinate with the District Construction Office for the Local Events occurring within the Contract Time period that will impact the traveling public within the Project area.

2. **Traffic Control Restrictions:**

There will be NO LANE CLOSURES ALLOWED between the hours of _____AM to _____PM. A lane may only be closed during active work periods. Pacing Operations will be allowed during the approved lane closure hours. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the District Five Public Information Officer, Steve Olson. Also, the Design-Build Firm shall develop the Project to be able to provide for all lanes of traffic to be open in the event of an emergency.

NO LANE CLOSURES are allowed on the Project during the Special Events cited in this RFP so as to minimize potential impacts to the following events: Daytona Speed Weeks, Bike Week, Spring Break, Black College Reunion, Biketoberfest, and any races at the Daytona International Speedway.

M. Environmental Services/Permits/Mitigation:

The Design-Build Firm will be responsible for preparing designs and proposing construction methods that are permissible. The Design-Build Firm will be responsible for any required permit fees and mitigation fees. All permits required for a particular construction activity will be acquired prior to commencing the particular construction activity. Delays due to incomplete or erroneous permit application packages, agency rejection, agency denials, agency processing time, or any permit violations, except as provided herein, will be the responsibility of the Design-Build Firm, and will not be considered sufficient reason for a time extension or additional compensation. As the permittee, Department is responsible for reviewing, approving, and signing the permit application package including all permit modifications, or subsequent permit applications.

The Department has conducted an investigation of the Project site and determined that potential gopher tortoise habitats could be impacted by the Project. All coordination by the Design-Build Firm with the Department regarding gopher tortoises will be completed through the District Environmental Permit Office. If the Department has determined that suitable gopher tortoise habitat exists in the project area, then the Design-Build Firm shall be responsible for the potential gopher tortoise burrow survey that could be impacted by the Project including any areas to be used for construction staging. The Design-Build Firm shall be responsible for conducting the gopher tortoise burrow survey for the purpose of identifying potential gopher tortoise habitats that could be impacted by the Project including any areas to be used for

construction staging. The habitat will be systematically surveyed according to the current Gopher Tortoise Permitting guidelines published by the Florida Fish and Wildlife Conservation Commission (FWC). The Department must verify the completeness and accuracy of the assessment prior to commencement of any permitting or construction activities. Any areas where the Design-Build Firm proposes to protect burrows to remain on-site with “exclusionary fencing” shall be reviewed and approved by the Department. The Design-Build Firm shall submit an “exclusionary fencing” plan for review prior to any “exclusionary fencing” installation. If there are unavoidable impacts to gopher tortoise burrows, the Design-Build Firm shall be responsible for preparing required documentation for the Department to obtain a FWC permit for the relocation of gopher tortoises and commensals from burrows which cannot be avoided. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. As the “permittee”, the Department is responsible for reviewing and approving the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to FWC. A copy of the permit and any subsequent reports to FWC must be provided to the District Environmental Management Office or District Environmental Permit Office, as appropriate. If FWC rejects or denies the permit application, it is the Design-Build Firm’s responsibility to make whatever changes necessary to ensure the permit application is approved. Once the permit is obtained, the Design-Build Firm shall notify the Department at least one week prior to the relocation of gopher tortoises. If gopher tortoise relocations are phased throughout the construction, the Design-Build Firm shall notify the Department at least one week prior to each relocation phase. The Department will provide oversight of the relocations and ensure permit compliance. The Design-Build Firm shall be responsible for any necessary permit extensions or re-permitting in order to keep the relocation permit valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of requests to modify the permits and/or requests for permit extensions, for review and approval by the Department prior to submittal to the Agencies. The Design-Build Firm shall provide the appropriate reports as required by the permit conditions, including closing out the permit. The Design-Build Firm shall note that permits for gopher tortoise relocation for areas outside of the Department owned right of way (i.e. utility easements; license agreements) cannot be obtained with the Department as the “permittee”, per FWC requirements. Should permits in areas outside of the right of way be required, the Department will still perform the oversight of the process as described above. The Design-Build Firm will be required to pay all permit fees including any and all fees associated with the relocation of gopher tortoises. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm.

If the Design-Build Firm proposes alternative interchange or roadway configurations that result in environmental impacts that are different from those documented in the approved NEPA documents and approved and attached permits, the Design-Build Firm shall be responsible for obtaining the required permits or permit modifications from the appropriate regulatory agencies.

Unless specifically identified otherwise, the design and construction of any alternate design approach identified within this RFP is not a requirement of this RFP. The Design-Build Firm is not responsible for any permitting or commenting agency coordination or other impacts to the permit processes that would be associated with any alternate design approach, unless the Design-Build Firm chooses to include the alternate design approach in its Proposal.

N. Signing and Pavement Marking Plans:

The Design-Build Firm shall prepare signing and pavement marking plans in accordance with Department criteria. All signs within the project limits shall be replaced.

The Design-Build Firm shall be responsible for verifying the vertical clearance to existing overhead signing above the improved roadway. If existing overhead signing will not meet minimum clearance requirements, the Design-Build Firm shall be responsible for modifications to provide required clearances. All existing overhead guide signs shall be maintained overhead in appropriate positions until new signage is installed, unless specifically approved by the Department's Engineer.

Existing logo signs (gas, food, lodging, camping and attraction blue ground mounted sign structures), shall be maintained and visible to motorists on I-95 during the entire construction period. The logo signs are to be relocated as required. If a logo sign will not be visible for any period of time, the Design-Build Firm shall notify:

Florida Logos, Inc.
Andy Hennosy, General Manager
3764 New Tampa Hwy
Lakeland, FL 33815
(863) 686-5261 office
1-888-608-0833 toll free
(863) 284-2622 fax

The Design-Build Firm shall be responsible for the repair or replacement of any logo signs that are damaged during the construction period. All logo structures remain the property of the Department.

For all overhead signs (cantilever or truss mounted) the Design-Build Firm shall either light all the signs **or** use super-high efficiency reflective sheeting on all signs. The choice between the two types of installations is up to the Design-Build Firm; however, only one system shall be used within the project.

The super-high efficiency reflective sheeting will meet or exceed the specifications shown in the table below. The Design-Build Firm shall provide the technical specification for the product in the Technical Proposal.

MINIMUM REFLECTIVE INTENSITY VALUES FOR									
RETROREFLECTIVE SHEETING ON OVERHEAD SIGNS WITHOUT LIGHTING									
Minimum Coefficient of Retroreflection·(R_A)_{cd/(lx·m²)}									
Per ASTM E-810 (Average of 0 and 90 degree orientation)									
Observation Angle°	Entrance Angle°	White	Yellow	Fluor. Yellow	Fluor. Yellow- Green	Red	Green	Blue	Fluor. Orange
0.2	-4	570	425	340	455	114	57	45	200
0.2	30	215	160	130	170	43	21	28	75

MINIMUM REFLECTIVE INTENSITY VALUES FOR									
RETROREFLECTIVE SHEETING ON OVERHEAD SIGNS WITHOUT LIGHTING									
Minimum Coefficient of Retroreflection $(R_A)_{cd/(lx \cdot m^2)}$									
Per ASTM E-810 (Average of 0 and 90 degree orientation)									
0.2	40	100	75	60	80	20	10	7.5	35
0.5	-4	400	300	240	320	80	40	32	140
0.5	30	150	112	90	120	30	15	16	52
0.5	40	50	37	30	40	10	5	4	18
1	-4	120	90	72	96	24	12	9	42
1	30	45	34	27	36	9	4.5	6	16
1	40	25	19	15	20	5	3	2	9

The lighting of the signs will meet Department criteria. The Design-Build Firm shall be responsible for the connection to the power source and the service through Final Acceptance.

O. Lighting Plans:

The Design-Build Firm shall prepare lighting design/plans in accordance with Department criteria. The Design-Build Firm shall be responsible to maintain/replace or provide new lighting along mainline I-95 and I-95 CD's from south of I-4 to north of US 92. The Design-Build Firm shall provide new lighting along mainline I-95 through the SR 421 interchange. The Design-Build Firm is responsible to maintain or replace the existing lighting on US 92. The Design-Build Firm shall include under deck lighting on all bridges over roadways.

P. Signalization and Intelligent Transportation System Plans:

The Design-Build Firm shall prepare Signalization in accordance with Department criteria.

The Design-Build Firm shall prepare design plans and provide necessary documentation for the procurement and installation of the Signalization devices as well as overall system construction and integration. The construction plan sheets shall be in accordance with Department requirements.

1. General Work Requirements

The Design-Build Firm will be responsible for furnishing and installing new ITS sub-system components to replace the existing ITS sub-system components on Interstate 95 within the project limits. ITS sub-systems components shall be defined as a fiber optic network system (FON), a vehicle detection system (VDS), a closed circuit television (CCTV) camera system, Dynamic Message Signs (DMS) and Master and Local Hubs cabinets in which cabinet shall include at minimum a Remote Power Management (RPM) device, a Managed Field Ethernet Switch (MFES), an Uninterruptable Power Supply (UPS) and other associated infrastructure.

The newly install ITS sub-system components shall be integrated into the Department's SunGuide Software and remotely controlled and managed from the Regional Traffic Management Center (RTMC). The Design-Build Firm shall communicate and coordinate all ITS related issues, concerns, meetings and/or details with the ITS Project Manager listed below:

Edward Grant
133 S. Semoran Blvd, Suite C
Orlando, FL 32807
Edward.grant@dot.state.fl.us
407-736-1906

2. Existing ITS Equipment:

a. Location of Existing

See "ITS AS-Builts" included in "Other Documents." All existing hardware shall be retained and delivered to a Department inventory facility specified by the Department ITS Project Manager.

b. Maintaining existing equipment

The Design-Build Firm shall meet with the ITS Project Manager shortly after the NTP to discuss the maintenance of the existing ITS system. It shall not be the responsibility of the Design-Build Firm to maintain the ITS hardware which includes Switches, CCTV's, DMS's, MVDS, UPS and RPM's. The Design-Build Firm shall work with the Department's maintenance contractor to support and provide a fully functioning system throughout the transition period. If any damage occurs to the network due to the Design Build Firm's negligence, it will be the Design-Build Firm's responsibility to fix the damages at their cost and not the Departments. It will be the Design-Build Firm's responsibility to maintain the existing fiber Optic Network while the Department's Maintenance contractor will maintain the hardware/field devices.

3. Equipment and Components:

The Design-Build Firm shall examine carefully each component and equipment assembly it furnishes to verify that the material, design and construction, markings, and workmanship comply with the requirements of this RFP. Visual inspections shall be performed on all modules and subassemblies to determine any physical defects such as cracking, scaling, poor fastening, incorrect component values, etc. Complete electrical testing shall be performed on each module and subassembly to determine its compliance to the designed function. Housing, chassis, and connection terminals shall be inspected for mechanical sturdiness, and harnessing to sockets shall be electrically tested for proper wiring sequence. The Design-Build Firm shall conduct QC procedures to assure that equipment units and components are not damaged during shipping and storage. The Design-Build Firm shall develop a quality assurance program and submit it to the ITS Project Manager for review and acceptance within fifteen (15) days after Notice to Proceed (NTP). The Design-Build Firm shall follow the approved quality assurance program for the construction and installation of all field hardware.

4. Design and Engineering Services

The Design Build Firm shall secure all permits, make arrangements for all connections, etc., on relevant issues that will be required for designing, installing and operating the ITS system to include power. The Design-Build Firm shall send electronic copies of all the correspondence and minutes, of any ITS project related meetings, to the Department's ITS Project Manager.

The design of the new ITS system shall integrate with the existing ITS scheme. The design shall include the necessary infrastructure and components to ensure proper connection of the new ITS sub-systems.

The design of all proposed ITS poles supporting CCTV, MVDS, co-located combination thereof, or any other sub-systems requiring poles for mounting shall be concrete No. #57 rock shall be used as foundations for any structures within the project limits, including but not limited to CCTV poles and MVDS poles.

The Design-Build Firm shall ensure all the required plans, schematic diagrams, cabling/wiring diagrams, splicing diagrams, and other pertinent information related to the equipment, materials, and incidental for the installation of the ITS are "Released for Construction" by the Department prior to the commencement of the installation of the ITS. Any efforts to accelerate installation of any ITS sub-system components shall require written consent from the Department and will be at the risk of the Design-Build Firm.

5. ITS Construction Criteria

a. ITS Governing Rules, Guidelines, and Specification

The work in this section specifies the criteria that the Design-Build Firm shall be responsible for furnishing and installing. All equipment furnished for this project shall meet but are not limited to the following specifications and/or requirements when applicable:

- State of Florida's NTCIP requirements
- Statewide Approved Products List (APL)

All plans and designs are to be prepared in accordance to the Department Specifications.

b. Closed Circuit Television (CCTV) Camera System Requirements

The CCTV camera shall be an HD Camera on the Approved Products List that is able to broadcast in MPEG2 and H.264. The MPEG2 must be compatible with the Department's ITS Video Wall infrastructure. Communication to the CCTVs will be accomplished by a direct fiber connection to the camera. CCTVs fiber communication shall be IEEE 802.3 compliant and shall be used for all remote PTZ and control of the camera. The CCTVs will be spaced and installed in such a manner that 100% coverage of the roadway is obtained to ensure that operators can detect and view all incidents. The maximum spacing on CCTVs shall be one mile. The CCTV cameras shall be wired for and have all necessary firmware to support the NTCIP version compatible to the Departments SunGuide Software. Whenever possible, camera poles shall be installed behind existing guardrail and in areas with enough room for off of the highway staging to allow future maintenance without lane closures.

The Design-Build Firm shall furnish and install digital video encoders equivalent to or better than the existing ITS encoders located on I-95. The encoders must be capable of transmitting MPEG2 multicast streams and Source Announcement Protocol (SAP) broadcasts and must be compatible to the existing decoders and RTMC video wall.

The table below provides an approximate location of the existing CCTV locations that are to be replaced. All existing CCTV devices and components shall be retained and delivered to a Department inventory facility specified by the Department ITS Project Manager. It will be the responsibility of the Design-Build Firm to verify their location in the field and to provide final CCTV locations so as to provide 100% coverage of Interstate 95 from SR 44 to US 92.

I-95 at MM 250.1 SB	I-95 at MM 252.5 SB	I-95 at MM 254.8 NB	I-95 at MM 258.4 NB
I-95 at MM 250.1 NB	I-95 at MM 252.5 NB	I-95 at MM 255.8 NB	I-95 at MM 258.5 SB
I-95 at MM 251 NB	I-95 at MM 253.1 SB	I-95 at MM 256 NB	I-95 at MM 259 NB
I-95 at MM 251.1 SB	I-95 at MM 253.1 NB	I-95 at MM 256.5 SB	I-95 at MM 260
I-95 at MM 251.5 NB	I-95 at MM 254 SB	I-95 at MM 256.5 NB	I-95 at MM 260.8
I-95 at MM 251.6I-95 at MM 261 NB	I-95 at MM 254 NB	I-95 at MM 257.6 SB	
I-95 at MM 251.7 SB	I-95 at MM 254.8 SB	I-95 at MM 257.4 NB	

c. Microwave Vehicle Detection System (MVDS) Requirements

The Design-Build Firm shall be responsible for furnishing and installing a Microwave Vehicle Detection System (MVDS). All existing VDS within the project limits shall be replaced with a side-fire dual radar MVDS and must have a range resolution of 4' or less and therefore use a bandwidth of 240 MHz or more. The MVSD shall be capable of automatically configuring a minimum of ten lanes of traffic by automatically determining lane boundaries, lane centers and detection thresholds. The MVDS shall be a non-intrusive device equivalent to the existing MVDS's currently installed within the Department's ITS infrastructure. These units shall be fully compatible and functional with the SunGuide Software. The

MVSD shall be capable of providing accurate travel monitoring data in slow or congested traffic conditions. The MVDS systems shall interface with the local hub via a terminal server.

The table below provides an approximate location of the existing detectors that are to be replaced. All existing MVDS devices and components, not including inductive loops, shall be retained and delivered to a Department inventory facility specified by the Department ITS Project Manager. It will be the responsibility of the Design-Build Firm to verify their location in the field and to provide final locations that meet spacing requirements and provide accurate detection across all lanes and each site. The Design-Build Firm shall be responsible for augmenting the number of the MVDS locations to provide a maximum of ½ mile spacing.

I-95 NB & SB at MM 251.1	I-95 NB and SB at MM 253.1	I-95 NB and SB at MM 256.5	I-95 SB at MM 258.5
I-95 SB at MM 251.1	I-95 NB and SB at MM 254	I-95 NB at MM 257.4	I-95 S of I-4 MM 259
I-95 SB at MM 251.7	I-95 NB and SB at MM 254.8	I-95 SB at MM 257.6	I-95 at I-4
I-95 NB and SB at MM 252.5	I-95 NB at MM 255.8	I-95 NB at MM 258.4	I-95 S of US-92 SB 260.8
I-95 NB & SB at MM 250.1	I-95 NB at MM 251		

d. Dynamic Message Sign (DMS) Requirements

i. Removal of Existing DMS

The Design-Build Firm shall be responsible for the removal and disposal of all existing DMS, components, structures and foundations. All work shall be in accordance with all applicable Department Specifications at all DMS locations.

The Design-Build Firm shall disassemble, retain and supply the internal communication components from the existing DMS enclosures to the Department. Said components shall include the DMS light boards, CPU comm. cards, display driver panel and pixel panels. The Design Build Firm shall deliver all retained equipment to an Department inventory facility specified by the Department ITS Project Manager and shall properly dispose of all non-salvageable equipment, to including but not limited to DMS enclosures with components and sign structure, at the expense of the Design-Build Firm.

The table below provides an approximate location of the existing DMS that are to be replaced. It will be the responsibility of the Design-Build Firm to verify their location in the field.

Interstate 95 Southbound at mile marker 251.6
Interstate 95 Northbound at Mile Marker 254.1
Interstate 95 Southbound at Mile Marker 257.5
Interstate 95 Northbound at Mile Marker 259

Functionality of the existing equipment and fiber optic connections shall be maintained during this replacement process. Exception will be made as follows; a maximum of six (6) hours of downtime per each DMS along with devices attached to the DMS structure shall be allowed in order to cutover the existing DMS to the new DMS. At maximum, no more than two (2) DMS shall be non-functional at any given six (6) hour interval of a downtime. Additionally, no two (2) consecutive DMS on the same side of the roadway shall be non-functional or visually hindered at one time. If the new sign is placed behind the existing sign such that visibility to the new sign is hindered, the portion of the existing sign structure hindering visibility shall be removed within 30 hours of cutover to the new sign. Likewise, if the new sign structure is placed in front of an existing sign and hinders visibility, the new sign must be activated and fully operational within 30 hours of hindering visibility. Whether or not a sign is visually hindered shall be determined by viewing the display face of the sign from the travel lanes approaching the sign for a range of 100 to 800 feet from the sign.

ITS cabinet equipment attached to DMS structures will be removed and replaced (where applicable). Other ITS field devices (i.e. detector, wireless radio, etc.) that are attached to the existing DMS structure shall be removed and replaced to new structures once constructed and it shall be the responsibility of the Design-Build Firm to restore said devices to their previous working conditions or better.

ii. New Dynamic Message Signs (DMS)

The work in this section specifies the type of Dynamic Message Signs that the Design-Build Firm shall be responsible for furnishing and installing. These items of work shall consist of furnishing and installing Dynamic Message Signs using Light Emitting Diode (LED) technology in accordance with these requirements and their respective structures and mounting hardware. The DMS shall be equipped with two (2) controllers; one located inside the enclosure and one to be located inside the ground mount cabinet (local hub). A manufacturer's warranty shall apply to all equipment furnished. User's Manuals and Maintenance Manuals for all equipment shall be supplied in printed form and on CD-ROM.

The proposed DMS structure shall be placed no more than fifty feet from the existing DMS. The proposed DMS structure shall have a line of sight distance of at least 1000 ft. The DMS shall provide a minimum vertical clearance of 19'-6" as per the 2010 FDOT Plans and Preparation Manual. If the 19'-6" minimum vertical clearance cannot be obtained, then the Design-Build Firm shall submit an alternative plan to the Department ITS Project Manager for acceptance.

The sign enclosure, equipment cabinet and their components shall withstand all typical environmental conditions of the location in which they are to be installed. Operation of the sign system equipment shall not be degraded by rain, snow, sleet, and fog or normally encountered ambient humidity conditions. Salt or chemicals in the air shall not adversely affect the sign, equipment cabinet, and their components. Corrosion protection shall be provided between dissimilar metals. Equipment located inside the sign enclosure or equipment cabinet shall meet the environmental requirements of NEMA specification TS-2 (1998): -34°C (-29°F) to +74°C (+165°F) internal air temperature, 5% to 95% relative humidity, and non-condensing.

The equipment cabinet, sign enclosure and structure shall withstand wind driven rain without significant leakage of water inside the enclosure. The sign enclosure shall withstand a basic wind speed of 130 miles/hr without damage in accordance with the AASHTO Standard Specification for Structural Supports for Highway Signs, Luminaries and Traffic Signals (2009), 5th edition and the FDOT Structures Manual (2011).

The DMS controller shall fully support full color NTCIP v2 protocols and shall be backwards compatible with the NTCIP v1 protocol.

iii. DMS Enclosure:

The sign shall be a full LED matrix of 54 X 210 pixels, 34mm pixel pitch, full color, walk-in type display enclosure with a minimum of 18-inch letter height and a minimum 3 rows of 21 characters per row. The display technology shall be composed of multiple red, green, and blue high resolution LEDs and shall not rely on any mechanical components or other pixel technologies, such as fiber optic, flip disk, combination flip disk-fiber optic, combination flip disk-LED, liquid crystal, LED Lenses or incandescent lamp. The display panel shall be 100% solid state with no moving parts except for the environmental control fans and thermostats. All panels shall be identical and mutually interchangeable with all other panels and shall include a mechanism of easily setting the position address of the panel. The DMS shall be able to display messages composed of any combination of alphanumeric text, punctuation symbols, and graphic images across multiple frames.

The DMS housing bottom side shall contain small weep holes for draining any water that may accumulate due to condensation. Weep holes and ventilation/exhaust hoods shall be screened to prevent the entrance of insects and small animals. No field hardware modifications or programming modifications shall be required to exchange or replace individual display panels. LEDs shall have a nominal viewing cone of 30 degrees with a half-power angle of 15 degrees measured from the longitudinal axis of the LED. The DMS shall contain LED display modules that include an LED pixel array and LED driver circuitry. These modules shall be mounted adjacently in a two-dimensional array to form a continuous LED pixel matrix. All LED display modules, as well as the LED pixel boards and driver circuit boards, shall be identical and interchangeable throughout the DMS. Each LED shall be rated for a minimum of 100,000 hours of service life. The failure of one LED shall not affect the operation of the other LED's in that string. The display units are intended to provide motorist information and shall be designed to provide at least 10 (ten) years useable life. The display enclosure shall contain the LED Display Modules, Dynamic Message Sign (DMS) Driver, electronics, electrical and mechanical devices required.

Sign enclosures placed on cantilever structures shall be mounted on a fifty foot arm and shall not require the placement of additional guardrail or other protective device. The DMS structure shall not be located within clear zone. If in some cases the mounting requirements cannot be achieved, then the Design-Build Firm shall submit an alternative solution within their Technical Proposal.

e. Fiber Optic Network (FON) Requirement:

The Design-Build Firm shall design and install a FON as stated below:

The existing 72-strand fiber optic cable (FOC) shall be replaced with one (1) 144-strand, 12-fiber buffer single-mode fiber optic cables. All drop cable fiber shall be 24-strand, 12-fiber buffer fiber optic cable and any lateral fiber optics shall be 144-strand, 12-buffer single mode FOC. The installation of the fiber optic cable shall be located within the Department right of way. If FOC must be installed within Interchange Ramp Areas, the FOC should be located to minimize future impacts. Interchange Ramp Area is defined as starting 500 feet prior to the painted gore for the deceleration lane of the interchange and ending 500 feet after the painted gore for the acceleration lane of the interchange for a given interchange in a given direction of travel.

Splice loss for Single Mode Fiber fusion splice shall not exceed a maximum bidirectional average of .10 decibel for any splice. The core diameter for Single Mode Fiber shall be 8.3 μm . In the design phase, the

Design-Build Firm shall measure the link loss and summarize losses in a table. The table shall have splice loss for each direction on each fiber. The table shall be certified as matching the OTDR readings. Both the OTDR and table shall be submitted to the Department. The ODTR can be submitted in paper or electronic format. The table shall be submitted in electronic format only. It shall be compatible with Microsoft Excel.

f. Termination Requirements:

The new 144 strand, 12 buffers FOC's shall terminate into patch panels in the master hubs located at SR 442 and north of SR 400. The south end terminate point shall be terminated in a splice vault at SR 44 and shall be connect to the existing system. If a new rack is required to house the new patch panels, the Design-Build Firm shall furnish and install a new rack. The Master Hubs shall have all fiber strands terminated in a patch panel with all pigtails matching the color of the fiber strand that they are spliced to. Pigtails shall be used for all fiber terminations.

Trunkline Fiber requirements are as described below:

- FOC Backbone on the I-95 corridor shall be terminated at the patch panels within Master at SR 400 and the Master Hub at SR 442.
- Fibers 1 and 2 in the Green buffer tube shall be utilized for communication between the Master Hub switches. The Brown Buffer shall be used for Transmission and distribution lines.
- On the East Bound FOC, Fibers 7-12 of the Brown buffer tube shall be used to connect to the even numbered Local Hubs in a staggered (every other hub) topology as described in this RFP.

Drop cables fiber will be required for the connection of Local Hub Cabinet equipment to the Trunkline (backbone) fiber are as described below:

- Drop cables shall be a 24 strand, single mode, FOC
- Drop cables shall connect fibers 1 through 6 of the brown buffer of the FOC trunkline.

i. Tone Wire

Where fiber optic cable is installed underground, a tone wire shall be installed continuous from pull box to pull box following the path parallel to the fiber with a maximum of 2 foot offset inside conduit. Any splices to this wire shall only be done at a pull box, no in-conduit splicing shall be allowed. Splices at the pull box for the tone wire shall meet NEC requirements for continuity and in pull box splices. Tone wire and fiber optic cable shall always be placed in separate conduit. A ground rod shall be supplied at each splice box for termination of the tone wire. Tone wires shall be terminated to the ground rods via removable ground rod clamp.

ii. Connector Type and Patch Panel

The Design-Build Firm must provide fiber patch cables of sufficient length for all connections and cross connections and must use only type SC connectors for patch panel connections. Patch panels shall use SC bulk head adapters only unless legacy equipment requires otherwise. Patch cables must be pre-connectorized by the factory with appropriate connector type to connect all ITS equipment. All fibers strands shall be terminated in the patch panel of a Master or Local Hub.

iii. Pull and Splice Boxes

The Design-Build Firm shall be responsible for providing a concrete apron around all pull and fiber splice boxes and shall meet all the requirements of Standard Index 17500 for Reinforcement layout and slab dimensions. Pull or fiber splice boxes shall not be placed in a swale or drainage area. Pull box spacing shall not exceed 1000 feet.

g. Conduit

i. Under Ground

Fiber Optic conduit shall be HDPE conduit. The conduit shall be a minimum of four (4) two-inch (2") in diameter conduit with a minimum of four (4) conduits installed (one for fiber, one for electrical and the other two (2) for spare use) for FOC trunk line installation and one (1) conduit for drop cable installation. The color designation for the conduit shall be orange, white, red and yellow with the orange conduit used for FOC installation. Conduit shall be run straight through pull boxes at a depth of 30 inches. There shall be a minimum of 6 inches between the conduit and the bottom of the pull box.

ii. Above Ground

The Design-Build Firm is responsible for the removal and disposal of existing DMS conduit and wiring above ground which is attached to the sign structure and conflicts with the installation of the new DMS Sign Assembly. Work also includes the furnishing and installation of all necessary conduits above ground and attached to the sign structure for complete connection to the new DMS Sign Assembly. All work shall be in accordance with but not limited to FDOT Specifications Section 630 and all applicable specifications.

iii. Bridge Conduit

Fiber Optic conduit shall be rigid conduit. The conduit shall be a minimum of two (2) two-inch (2") in diameter conduit in each bridge fascia barrier for a minimum of four (4) conduits installed on each bridge (one for fiber, one for electrical and the other two (2) for spare use) for FOC trunkline installation and shall be a minimum of one (1) conduit for drop cable installation. The color designation for the conduit shall be orange, white, red and yellow with the orange conduit used for FOC installation.

iv. Existing Conduit

No existing conduit may be utilized.

h. ITS Cabinet Requirements

i. Master Hub Cabinet

The Design-Build Firm shall provide the following requirements for the installation of the new Master Hub 7 cabinet at SR 44. The Master Hub Cabinet shall be a walk-in cabinet with a minimal dimension of 86" high by 72" deep by 77" wide. The Master Hub cabinet shall be designed for ground mounting onto a concrete base in accordance with Index No. 17841 of the Department's Roadway and Traffic Design Standards, for Base Mounted Cabinets. The only deviation from this detail shall be for additional conduits as required, directed and concurred by the Department and removal of service slab. The Master Hub cabinet shall have with a hinged, rain-tight, and dust-tight door. The hinges for the door shall be located on the right side (viewed from the front). The cabinet shall be furnished with a doorstop, which

retains the door open in a 90 degree and 120 degree positions. All cabinets shall be temperature controlled by an air conditioning unit mounted to the cabinet.

The concrete pad shall not be placed in a swale or drainage area. Galvanized or stainless steel anchor bolts shall be imbedded into the concrete pad in a pattern that exactly matches the mounting holes on the bottom flange of the Master Hub cabinet.

All equipment shall be mounted in one of two adjustable depth standard EIA 19-inch equipment racks inside the cabinet in an upright position. Stacking equipment on top of other equipment is prohibited. A minimum clearance of six (6) inches shall be provided between the top of the cabinet and the top of the equipment mounted as the top piece of equipment in the equipment rack of the cabinet. A minimum clearance of two (2) inches shall be provided between each side of the cabinet and the equipment mounted in the equipment rack.

The new Master Hub Cabinet shall include environmental control, an uninterruptable power supply and electrical distribution to meet the operational requirements of all the equipment at this location. The Master Hubs shall have remote monitoring of alarms for power, temperature, moisture, door open at a minimum and be equipped with a remote power management system. The Master Hub communication equipment shall consist of a 10 Gig Ethernet layer 3 switch and a patch panel large enough to house every strand of fiber that is terminated within Master Hub 8. The Design-Build Firm will be responsible for terminating all pre-existing fibers. The Design-Build Firm shall provide a schedule of events two weeks prior to the cut over to the Project Manager for review. A rack mounted shelf/drawer shall be provided and shall be at least 17 inches in width. The shelf shall have a hinged cover strong enough to support at least 20 pounds. The top of the shelf shall be located on the rack between approximately 3 and 4 feet from the pedestrian floor or ground level. The placement of equipment rack(s), equipment, wiring, and the shelf shall be such that there is no interference or conflict between any devices, rack(s), shelf, and/or wiring and in the use, removal, and installation of any equipment or wiring, or the use of rack(s) or shelf. The equipment and terminals shall be so arranged within the cabinet that they shall not interfere with the entrance, tracing of fiber, or connection of conductors. All incoming and outgoing conductors shall have each of its wire connected to terminal post-positions. All wiring panels (terminal blocks) shall be neatly finished and clearly and permanently marked with identifications applied by silk screening. All conductors and communication cable shall be neatly arranged in the cabinet and bundled in groups with cable ties, as appropriate.

Four copies of the field cabinet-wiring diagram shall be provided with each cabinet. A heavy duty, resealable, waterproof, plastic, opaque pouch shall be mounted on the backside of the cabinet door containing prints, cabinet layout of all components with references and parts list, block diagrams showing all components and the wiring harness between components, and other documentation that may be subject to damage by sunlight and moisture.

ii. Local Hub Cabinet

The Design-Build Firms shall furnish and install pole mounted cabinets at all locations shall be unless otherwise approved by the Department's ITS Project Manager. Pole mounted cabinets shall be a type 336S or equivalent. Ground mounted cabinets shall be type 334 or equivalent. Ground mounted Local Hub cabinets shall be designed for mounting onto a concrete base in accordance with Index No. 17841 of the Department's Roadway and Traffic Design Standards, for Base Mounted Cabinets.

Local Hub cabinet shall contain a remote power management system, an uninterruptable power supply and a pullout drawer strong enough to support at least 20 pounds. The top of the pullout shelf/drawer shall

be located on the rack between approximately 3 and 4 feet from the pedestrian floor or ground level. The placement of equipment rack(s), equipment, wiring, and the pullout shelf/drawer shall be such that there is no interference or conflict between any devices, rack(s), pullout shelf, and/or wiring and in the use, removal, and installation of any equipment or wiring, or the use of rack(s) or pullout shelf/drawer. A laptop at least 20" in height, but no taller, shall be assumed to be placed on the shelf.

All wiring shall be neatly bundled and labeled no farther than four inches from the end. All power conductors shall be bundled separately from signal and logic conductors. In addition, all signal wiring shall be bundled in such a fashion as to minimize cross talk.

Four copies of the field cabinet-wiring diagram shall be provided with each cabinet. A heavy duty, resealable, waterproof, plastic, opaque pouch shall be mounted on the backside of the cabinet door for containing prints, cabinet layout of all components with references and parts list, block diagrams showing all components and the wiring harness between components, and other documentation that may be subject to damage by sunlight and moisture.

The Local Hub cabinet manufacturer's serial number shall be prominently and permanently displayed on cabinet interior.

iii. Cabinet Locks

The Design-Build Firm shall furnish and install locks and keys that are compatible with the DOT's existing Cyber Locks programming equipment and cabinet keys shall be provided to the DOT thirty days prior to the installation of any cabinets. The DOT shall have twenty days from the time that all keys and locks are provided to program the keys and locks. At least one lock per cabinet on the job is to be provided. One key for CEI staff plus a sufficient number to provide access to the Design-Build Firm shall be provided. All keys and locks shall become the property of the DOT at the end of the construction job. All keys shall be turned in to the DOT Project Manager prior to the job before final acceptance.

i. Network Equipment Requirements

i. Layer 2 Switch

An advanced Layer 2 switch shall be furnished and installed in the Master Hub. SFP ports shall be populated with sufficient optical transceivers, necessary to connect to adjacent new or existing field hubs and/or core routers. Capabilities, requirements, and supported protocols shall include at minimum:

- 2 X 10 Gig ports , 4 X 1 Gig SFP combo ports and 24 10/100/1000 copper ports
- Chassis: 1 RU with field replaceable ,1+1 load sharing hot swap AC Power Supply
- 5-Year Warranty
- Stackable with current advanced Layer 2 switches via uplink modules
- Operating System: IronWareOS
- Capable of handling a minimum of 2000 multicast streams
- IGMP v2,v3, snooping
- PIM-SM Snooping
- sFlow
- Port-based, VLAN-based, router-based ACLs Ingress and Egress
- Sub-second loop detection
- Support digital optical monitoring
- Metro Ring Protocol (V1 & V2)

- MSTP

ii. Managed Field Ethernet Switch (MFES)

Managed field Ethernet switches (MFES) shall be furnished and installed within the new Local Hub cabinets within the project limits. The MFES shall be field hardened, conforming to the Department's environmental requirements. Network switches shall provide at minimum two (2) Gigabit SFP/TX Combo ports and eight (8) copper 10/100 BaseTX ports. Network switch supported protocols, at minimum, shall include:

- IGMP v1, v2, and v3 for multicast filtering
- sFlow
- 802.1x Security features
- STP, RSTP, and MSTP
- 802.1Q VLAN
- Console, Telnet, and Web management
- Optical Monitoring (Physical Layer)
- Link Layer Discovery Protocol
- Built-in SC-Type Optical Transceivers

j. Remote Power Management (RPM)

The Design-Build Firm shall provide an RPM that is equivalent to the current RPM devices within District 5 located on I95. An RPM shall be provided for within each local and master hub cabinet. All ITS subsystem components such as encoders, port servers, MFES, Layer 2 switch, etc shall be connected to and label in the RPM for remote power management purposes. The Design-Build Firm shall configure and label the RPM's name, contact, location, each power outlet port and assign the IP address and gateway at minimum using the vendor software. The RPM must be powered by a UPS and the RPM shall meet the requirement at minimum:

- 1 Ethernet Port, 1 RS-232 Port, 1 RJ-11 Smart Phone Interface
- 8 Power Outlet Ports
- Ability to remote power on or off each port individually
- Ability to daisy-chain up to 15 additional RPM's
- Protects against power spikes and surges

6. ITS Network Integration Requirements.

The Design-Build Firm shall provide a Logical Topology to the Department for review. The logical topology for integration is to include all Layer 2 Ethernet switches within the project limits. The Design-Build Firm shall then setup a Pre-Integration Meeting with District 5 ITS representatives allowing minimally 14 calendar days' notice and review time of the logical topology. At the Pre-Integration Meeting the Department will provide an IP Scheme, Standard Port Utilization for the Layer 2 devices (including which ports are to be disabled), VLAN Tagging Scheme for all subnets, and information on all Layer 2 to be run on the switches. It shall be the Design-Build Firms responsibility to setup all tagging, disable all applicable ports, setup all IP addresses, and physically connect all devices per plan and to verify Layer I and Layer II connectivity. The Design-Build Firm shall not configure any Layer III or higher protocols on the switches.

It shall be the responsibility of the Design-Build Firm to integrate the subsystems. The Design-Build Firm shall integrate the new ITS sub-system components to the existing ITS System to deliver a fully operational ITS system. The project includes any parts or devices needed to provide fully functional communication within the ITS network including, but not limited to, all field devices, fiber optic patch panels, splice enclosures, switches, port servers, sub-system devices, optics within existing switch and other devices.

The communication equipment for the this project shall consist of fiber optic cable, 10 Gig Ethernet Switches, MFES, DMS, VDS, CCTV, Terminal Servers, Controllers, Encoders and Decoders as well as other required and necessary equipment (jumpers fiber/UTP, rack, parts or devices) to provide a full operational system. This Design Build Project includes any parts or devices, parts, connectors, jumpers needed at the RTMC or other control center to provide full functional communication within the ITS network, including, but not limited to all Field Devices, 10 Gig Ethernet Switches, Terminal Servers and other devices.

The ITS system shall provide, at a minimum, the transmitting of:

- Video with real-time PTZ control of the CCTV sub-system
- Volume, occupancy, and speed data, in addition to detector status information of the VDS sub-system.
- Control and monitoring commands of the DMS sub-system.
- Command and control of any other ITS deployed sub-system.

Communications shall be maintained and remain fully operational throughout construction. Any cuts to the existing trunkline shall require a 48 hour advance notice and approval from Michael Smith, ITS Systems Manager, of the location and the work that is to be completed. A minimum of 5 working days for review of the request for downtime shall be allowed for each request. These cuts shall occur at nights (8PM to 6AM) or weekends, excluding any holiday weekends and at no time shall the cuts result in outages greater than 4 hours unless otherwise approved. It is the Design Build Firm's responsibility to review all impacts of their proposed activity. Approval of downtime does not remove any obligations of system maintenance outside of the times of the request. Anytime in excess of the allowed outage time will result in the use of the ITS Damage Recovery Specifications being utilized.

The DMS signs shall be connected to the Department network as described below:

- The DMS Auxiliary Controller located inside the DMS enclosure shall be connected to the Distribution Board, then to a DMS Controller located inside the existing pole or ground mounted cabinet via fiber. The DMS Controller located in the pole or ground mounted cabinet shall be connected to the existing Layer 2 switch using the same port assignment as the equipment being replaced. If the existing port cannot be used, the Design-Build Firm will coordinate with the Department ITS Project Manager to retrieve a new port assignment.

All final construction ITS communications infrastructure shall be hardwired; no wireless communications shall be implemented as part of the interim or final ITS system.

The Design-Build Firm shall contact the Department's ITS Project Manager for configuring the management software (SunGuide) to control the devices. The Design-Build Firm shall supply the Department with IP addresses and all other needed information for the configuration. The Design-Build Firm shall allow 2 weeks for the Department to enter the information into the management software. The Design-Build Firm shall troubleshoot field devices in the event that issues arises that prevents the

Department from configuring said devices into SunGuide. Once the local devices have been entered into the central software the Department shall inspect the network for issues from a remote location. The Design-Build Firm shall provide any assistance necessary to provide the Department with IP addresses, port status (tag, if any device is plug into the port, if so what device), and auto negotiation speeds for all switches that cannot be acquired from the remote location.

7. Testing and Final Acceptance

All equipment furnished by the Design-Build Firm shall be subject to monitoring and testing to determine conformance with all applicable requirements and to ensure proper operation of the DMS within the SunGuide Software. Documentation that demonstrates component performance and operation in conformance to Department Specifications and that described in subsequent sections shall be furnished by the Design-Build Firm as part of this project. All equipment required for conducting tests shall be supplied by the Design-Build Firm. No separate payment shall be made for the monitoring, testing, test equipment, and documentation of test results, but shall be included in the amount bid for the project scope.

The Department reserves the right to examine and test any or all materials furnished by the Design-Build Firm for the project to determine if they meet Department Specifications.

If the Department decides that any material used in the construction of this project is defective or otherwise unsuitable, and the workmanship does not conform to the design or specifications of this contract, the Design-Build Firm shall replace such defective parts and material at no cost to the Department.

The Design-Build Firm shall conduct all testing in accordance to the Department Specifications. The Design-Build Firm shall make a request in writing at least fourteen (14) days prior to the proposed testing, excluding the Pre-Installation and Installed Site Test. The Design-Build Firm must coordinate the times and dates of tests and submit a schedule for acceptance to the Department's ITS Project Manager. The Design-Build Firm shall conduct all tests in the presence of the Department's ITS Project Manager or designated representative. Testing shall take place only on weekdays, which are official working days of the State, unless the Project Manager allows the test to be conducted and/or continued on weekends and non-working days.

a. Pre-Installation Test

The following tests shall be conducted prior to the installation of the equipment:

After due notice to the Department Project Manager, the Design-Build Firm shall prepare and submit for approval to the Department, test and demonstration procedures for all pre-installation tests.

b. Installed Site Test

After due notice to the Department Project Manager, the Design-Build Firm shall perform an installed site test on system components in accordance with Department Specifications and as stated herein. Whenever any equipment unit fails to pass the component tests, the Design-Build Firm shall correct the deficiencies, either by repair or replacement, at the Design-Build Firm's expense (including freight costs) as required to comply with the testing requirements. Upon notification by the Design-Build Firm that deficiencies have been corrected, the equipment will be retested entirely and not only that part of the failed segment of the test. All installed site testing and any retesting shall be performed in the presence of Department personnel.

c. Central Software Integration Test

The Department will integrate the new system components into SunGuide. After the Department completes SunGuide software integration, the Design-Build Firm shall perform the Central Control Testing from the RTMC. The Design-Build Firm shall plan for a minimum of two (2) weeks and a maximum of four (4) weeks for complete integration of the central software by the Department's ITS personnel. Network integration time is to be included in the Design Build Firm's construction schedule.

The Design-Build Firm must provide the following data to the Department:

- Latitude and Longitude for all devices
- Camera Manufacturer & Model
- Video Encoder Manufacturer
- Video Encoder IP Address
- Port Server Type (if applicable)
- Port Server Port number (if Applicable)
- Port Server IP Address
- Encoder Model
- DMS Manufacture
- Location (Route and description)
- DMS IP Address
- Drop Address (if Applicable)
- All pertinent information as it pertains to VDS
- Any other data needed to fully integrate new devices into SunGuide (The ITS PM shall furnish a complete list of the SunGuide integration requirements at the Pre-Integration Meeting.)

d. Central Control Test

The central control and monitoring of equipment shall be tested at the Regional Traffic Management Center. Tests will be coordinated with the Department. The tests shall include, but not be limited to:

- Demonstration of CCTV pan, tilt, zoom control functionality within the SunGuide Software.
- Demonstration of VDS monitoring and collection of traffic volume, speed and occupancy data within the SunGuide Software.
- Demonstration of DMS functionality to send a test message, blank a message and display 3 phase messages.
- Communication verification of all network equipment by successfully pinging each device from the RTMC.

e. Dynamic Message Sign (DMS) Stand Alone Test

Each DMS furnished, installed, or integrated by the Design-Build Firm shall be tested in accordance with all applicable sections of the Department's Specification. The tests shall be conducted at the time of the Field Inspection Test, from the DMS controller cabinets, and shall include the following as a minimum:

- Verification of proper installation of specified cables and connections between the DMS and the DMS controller.

- Demonstration of local operation of the DMS, including display of a library message, display of an immediate message, and test pattern display.
- Demonstration of display of the DMS status information at the DMS controller, including the message currently displayed on the sign.

f. Field Inspection Test

After all system integration testing has been successfully completed, all documentation, including but not limited to the DMS system test documentation, has been submitted, and approved, and all utility work has been completed, the Design-Build Firm shall contact the ITS Project Manager to schedule a Field Inspection Test. The Department shall conduct a Field Inspection within 10 days of notification. The purpose of this test is to verify that the workmanship and services provided by the Design-Build Firm to the Department meet the requirement of this RFP and Department Specifications. Accurate as-built plans of the system shall be provided at the Field Inspection. If during the inspection the Department finds that all work has been satisfactorily completed, then the Design-Build Firm shall have successfully passed the Field Inspection Test and begin the 60-Day System Acceptance Test. If any or all of the work is found to be unsatisfactory, The Department shall detail the remedial work required to satisfactorily complete the Field Inspection. The Design-Build Firm shall immediately perform such remedial work. Subsequent inspections shall be made on the remedial work until the Department accepts all work.

g. System Acceptance Test (SAT)

The system acceptance test shall demonstrate that all equipment furnished, adjusted, or modified by the Design-Build Firm has been installed properly and operates as a fully functional ITS system. Prior to initiating the system acceptance test, all in place component tests and the central control test shall have been successfully completed by the Design-Build Firm in the presence of the Department's ITS Project Manager or designated representative.

The system acceptance test will begin within seven (7) days after the Department's ITS Project Manager is advised of intent to begin by the Design-Build Firm and shall be contingent upon the Department's ITS Project Manager providing notice that all work has been completed satisfactorily. The newly installed ITS infrastructure shall be activated and left on for sixty (60) consecutive days. During this period, all materials and components of the system shall operate as specified and without any failure.

In the event that any component of the project, provided by Design-Build Firm, malfunctions or operates below the level specified within the Department Specifications, the system acceptance test period will be terminated, and the Design-Build Firm shall be required to determine and correct the problems, including repair and replacement of equipment, at no cost to the Department.

The Design-Build Firm shall respond with a qualified technical representative on site to determine and correct any problems within twenty-four (24) hours, following notification by the Department. Upon correction of the problems, to the satisfaction of the Department, it shall be at the sole discretion of the Department to determine to either restart the 60-day SAT or to extend the 60-day SAT period by the number of days lost due to failure and repair time. In the event a malfunction is the result of equipment not installed by the Design Build Firm or others not under the responsibility of the Design-Build Firm (e.g., power service, leased telephone circuits, etc.), the system acceptance test period will be suspended until correction of these problems by others.

All equipment furnished by the Design-Build Firm shall be subject to monitoring and testing to determine conformance with all applicable requirements and to ensure proper operation of the RTMC.

Documentation that demonstrates component performance and operation in conformance to Department Specification and that described in all sections of this document shall be furnished by the Design-Build Firm as part of this project. All equipment required for conducting tests shall be supplied by the Design-Build Firm. No separate payment shall be made for the monitoring, testing, test equipment, and documentation of test results, but shall be included in the amount bid for the project scope.

The Department reserves the right to examine and test any or all materials furnished by the Design-Build Firm for the project to determine if they meet the Specifications.

If the Department decides that any material used in the construction of this project is defective or otherwise unsuitable, and the workmanship does not conform to the design or specifications of this contract, the Design-Build Firm shall replace such defective parts and material at no cost to the Department. The Design-Build Firm shall be responsible for the conduct and documentation of the results of these tests that will be countersigned by the Department's ITS Project Manager or a designated representative at the end of each test. The signature of the Department's representative implies only proof of presence.

h. System Acceptance

Upon determination from the Department in writing that the project has completed the sixty (60) day system acceptance test period and is in conformance with the requirements of the Plans and the Department Specification, the new ITS infrastructure and all components therein will have achieved Final Acceptance.

8. ITS Maintenance

The Design-Build Firm shall be responsible for repairing and replacing all components/software used on the project that have become defective from the completion of the Turn-On Inspection until the completion of the sixty (60) day SAT. Repairs made shall conform to the Plans, this RFP, the ITS Statewide Specifications and the Department Standards.

If the Design-Build Firm fails to perform any maintenance within the time frame for component-related defects or central system defects, the Department shall either perform the corrective work itself or contract with a third party to perform the necessary corrective work. Corrective work necessary due to non-performance by the Design-Build Firm shall be deducted from any payments due the Design-Build Firm. Consistent non-performance on the part of the Design-Build Firm shall result in attachment of the supplemental performance bond.

The Department's or its representative's performance of corrective work under this provision shall have no effect on the Design-Build Firm's warranty obligations.

The Design-Build Firm shall be responsible for all locates throughout the duration of the project from the Notice to Proceed to Final Acceptance. The Design-Build Firm shall be provided with locates at the beginning of the project by the Department. After initial locates are provided to the Design-Build Firm by the Department they shall add their name to Sunshine One Call and be responsible for all locates at no cost to the Department.

Any damage caused by the Design-Build Firm to any existing roadway features (i.e. drainage structures, bituminous pavement sections, existing sign structures, etc.) shall be repaired to the satisfaction of Department's Maintenance Engineer at the expense of the Design-Build Firm. All repair work shall conform to the latest edition of the Department Specifications.

Any damage caused by the Design-Build Firm to any existing ITS features (i.e. Fiber Optic cable, etc.), signs, illumination equipment, and electrical service shall be replaced by equal or better components or repaired to the satisfaction of the Department's ITS Project Manager at the expense of the Design-Build Firm. All repair work shall conform to the latest edition of the Department Specifications.

9. ITS Inventory Control

Upon installation of the ITS equipment, the Department requires all installed components, to include fiber, to be documented in a form for inventory control. The following information is needed:

- Record the manufacture, model and serial number of all equipment within the cabinet.
- Record all fiber buffers and fiber numbers used.
- The sequential footages from the cable sheaths where fiber enters and exits the vault/pull boxes.
- Record each cable footage at the splice enclosure, to include where each cable enters and/or exits the vault.
- Record cable stealth footage entering the cabinet.
- Record all fibers that are terminated and landed on the patch panel.
- Record type of termination within the cable.
- Record a splice diagram or a spreadsheet of each splice location.
- Record patches between all equipment and patch panels.
- Record the GPS all pull boxes, splice vaults and cabinets within 1 meter of their location.

10. Labeling Standards

The Design-Build Firm shall be responsible for furnishing and installing the District 5's ITS Labeling standard to be mounted on a sign on every cabinet. The sign shall include, but not be limited to:

- Color: Green/white
- Grade:HIP
- Border: No
- Hole: ¼" Diam. ½" in – Centered on L&R side.
- Corner: Square
- Material: Alum
- Gauge: 0.80
- Number of sides: 1
- Confirmed sign with proof

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VII. Technical Proposal Requirements:

A. General:

Each Design-Build Firm being considered for this Project is required to submit a Technical Proposal. The Technical Proposal shall include sufficient information to enable the Department to evaluate the capability of the Design-Build Firm to provide the desired services. The data shall be significant to the Project and shall be innovative, when appropriate, and practical.

B. Submittal Requirements:

The Technical Proposal shall be bound with the information, paper size and page limitation requirements as listed herein.

A copy of the written Technical Proposal must also be submitted in .pdf format including bookmarks for each section on a CD. No macros will be allowed. Minimum font size of ten (10) shall be used. Times New Roman shall be the required font type.

Only upon request by the Department, provide calculations, studies and/or research to support features identified in the Technical Proposal. This only applies during the Technical Proposal Evaluation phase.

Submit 1 Original, seven (7) CD's, and three (3) hard copies of the Technical Proposal to:

Ms. Michelle Sloan, Professional Services
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, Florida 32720

The minimum information to be included:

Section 1: Project Approach

- Paper size: 8½" x 11". The maximum number of pages shall be 15, single-sided, typed pages including text, graphics, tables, charts, and photographs. Double-sided 8½" x 11" sheets will be counted as 2 pages. 11"X17" sheets are prohibited.
- Describe how the proposed design solutions and construction means and methods meet the project needs described in this Request for Proposal. Provide sufficient information to convey a thorough knowledge and understanding of the project and to provide confidence the design and construction can be completed as proposed.
- Provide the term, measureable standards, and remedial work plan for any proposed Value Added features that are not Value Added features included in this RFP, or for extending the Value Added period of a feature that is included in this RFP. Describe any material requirements that are exceeded.
- Provide a Written Schedule Narrative that describes the Design phase, the Right-of-Way phase (including identification, mapping and acquisition), and the Construction phase. The Written Schedule Narrative shall illustrate how each phase will be scheduled to meet the project needs required of this Request for Proposal, including the required schedule for right-of-way identification, mapping and acquisition. Bar or Gantt charts are prohibited.

Do not reveal or describe the Proposed Contract Time. Proposed Contract Time will be evaluated when Bid Price Proposals are received.

Section 2: Plans and Technical Special Provisions

- Paper size: 11" x 17". Plan and Profile views of the proposed improvements may be submitted in roll-plot format. The maximum width of the roll-plots shall be 36". The maximum length of the roll-plots shall be 8'. Inclusion of additional information on the roll-plot, other than depictions of the Plan and Profile views, is prohibited and will not be considered by the Proposal Evaluators, if included. The Department may determine that such additional information is excessive and may require the Design-Build Firm to revise and resubmit the roll-plots. If this occurs, the Design-Build Firm will have 2 business days to revise and resubmit the roll-plots upon notification by the Department.
- Provide Technical Proposal Plans in accordance with the requirements of the Plans Preparation Manual.
- The Plans shall complement the Project Approach.
- Provide any Technical Special Provisions which apply to the proposed work. Paper Size: 8½" x 11".

C. Evaluation Criteria:

The Department shall evaluate the written Technical Proposal by each Design-Build Firm. The Design-Build Firm should not discuss or reveal elements of the price proposal in the written proposals. A technical score for each Design-Build Firm will be based on the following criteria:

Item		Value
1.	Design	40
2.	Construction	25
3.	Innovation/Right-of-Way Acquisition Minimization	10
4.	Value Added	5
Maximum Score		80

The following is a description of each of the above referenced items:

1. **Design (40points)**

Credit will be given for the quality and suitability of the following elements:

- Structures design
- Roadway design and safety
- Drainage design
- Environmental Design
- Design coordination plan minimizing design changes
- Geotechnical investigation plan
- Geotechnical load test program
- Minimizing impacts to adjacent properties and structures through design

- Traffic Control Plan design
- Incident Management Plan
- Right-of-way identified for acquisition
- Aesthetics
- Utility Coordination and Design

Credit will be given for aesthetics features of the design including but not limited to the following: considerations in the geometry, suitability and consistency of structure type, structure finishes, shapes, proportions and form throughout the limits of the project.

Architectural treatments such as tiles, colors, emblems, etc. will not be considered as primary aesthetic treatments.

Credit will be given for design and utility coordination efforts that minimize the potential for adverse impacts and project delays due to utility involvement.

Credit will be given for right-of-way identified for acquisition that minimizes the potential for adverse impacts and project delays due to relocations, business damages, environmental impacts, etc.

Credit will be given for development of design approaches which minimize periodic and routine maintenance. The following elements should be considered: access to provide adequate inspections and maintenance, access to structure's lighting system, and impacts to long term maintenance costs.

2. **Construction 25 points)**

Credit will be given for the quality and suitability of the following elements:

- Safety
- Structures construction
- Roadway construction
- Drainage construction
- Construction coordination plan minimizing construction changes
- Minimizing impacts to adjacent properties and structures through construction
- Implementation of the Environmental design and Erosion/Sediment Control Plan
- Implementation of the Maintenance of Traffic Plan
- Implementation of the Incident Management Plan
- Utility Coordination and Construction

Credit will be given for developing and deploying construction techniques that minimize disruptions to roadway traffic, the traveling public, business/property owners, enhance project durability, reduce long term and routine maintenance, and those techniques which enhance public and worker safety. This shall include, but not be limited to, minimization of lane and driveway closures, lane widths, visual obstructions, construction sequencing, and drastic reductions in speed limits.

Credit will be given for minimizing impacts to the environment during all phases of construction and insuring all environmental commitments are honored.

Credit will be given for construction and utility coordination efforts that minimize the potential for adverse impacts and project delays due to utility conflicts.

3. Innovation 10 points)

Credit will be given for introducing and implementing innovative design approaches and construction techniques which address the following elements:

- Minimize the right-of-way acquisition required for the proposed improvement
- Interchange configurations and travel efficiency
- Materials
- Workmanship
- Enhance Design and Construction aspects related to future expansion of the transportation facility
- Right-of-way minimization shall include a quantification of the acreage required, number of parcels, relocations anticipated, potential environmental impacts, potential business damages, etc.

4. Value Added (5 points)

Credit will be given for the following Value Added features:

- Broadening the extent of the Value Added features of this RFP while maintaining existing threshold requirements
- Exceeding minimum material requirements to enhance durability of project components
- Providing additional Value Added project features proposed by the Design-Build Firm

The following Value Added features have been identified by the Department as being applicable to this project. The Design-Build Firm may propose to broaden the extent of these Value Added features.

Value Added Feature	Minimum Value Added Period
Value Added Asphalt	3 years
Value Added Bridge Components	5 years
Value Added Lighting	3 years

D. Final Selection Formula:

The Selection Committee shall publicly open the sealed bid proposals and calculate an adjusted score using the following formula:

$$\frac{BPP}{TS} = \text{Adjusted Score}$$

BPP = Bid Price Proposal

TS = Technical Score (Combined Scores from ELOI and Technical Proposal)

Note to developer of the RFP:

Points will be added to the Technical Score, at the time of Bid Price Proposal opening, according to the Proposed Contract Time based on the following table. The number of days shown on the bid proposal form shall be the official Proposed Contract Time.

Proposed Contract Time (Days)	Points Awarded
-1200 - 1121	0
-1120 - 1041	1
-1040 - 961	2
-960 - 881	3
-880 - 801	4
800 or less	5

The Design-Build Firm selected will be the Design-Build Firm whose adjusted score is lowest.

The Department reserves the right to consider any proposal as non-responsive if any part of the Technical Proposal does not meet established codes and criteria. If the Proposed Contract Time is greater than Maximum Contract Time of (1200) calendar days the Bid Price Proposal will be considered non-responsive.

E. Final Selection Process:

After the sealed bids are received, the Department will have a public meeting for the announcement of the Technical Scores and opening of sealed Bid Price Proposals. This meeting will be recorded. At this meeting, the Department will announce the score for each member of the Technical Review Committee, by category, for each Proposer and each Proposer's average Technical Score. Following announcement of the technical scores, the sealed Bid Price Proposals will be opened and the adjusted scores calculated. The Selection Committee should meet a minimum of two (2) calendar days (excluding weekends and Department observed holidays) after the public opening of the Technical Scores and Bid Price Proposals. The Department's Selection Committee will review the evaluation of the Technical Review Committee and the Bid Price Proposal of each Proposer as to the apparent lowest adjusted score and make a final determination of the lowest adjusted score. The Selection Committee has the right to correct any errors in the evaluation and selection process that may have been made. The Department is not obligated to award the contract and the Selection Committee may decide to reject all proposals. If the Selection Committee decides not to reject all proposals, the contract will be awarded to the Proposer determined by the Selection Committee to have the lowest adjusted score.

F. Stipend Awards:

The Department has elected to pay a stipend to a limited number of non-selected Short-Listed Design-Build Firms to offset some of the costs of preparing the Proposals. The non-selected Short-Listed Design-Build Firms meeting the stipend eligibility requirements of the Project Advertisement and complying with the requirements contained in this section will ultimately be compensated. The stipend

will only be payable under the terms and conditions of the Design-Build Stipend Agreement and Project Advertisement, copies of which are included with this Request for Proposal. This Request for Proposal does not commit the Department or any other public agency to pay any costs incurred by an individual firm, partnership, or corporation in the submission of Proposals except as set forth in the Design-Build Stipend Agreement. The amount of the stipend will be \$275,000 per non-selected Short-Listed Design-Build Firm that meets the stipend eligibility requirements contained in the Project Advertisement. The stipend is not intended to compensate any non-selected Short-Listed Design-Build Firm for the total cost of preparing the Technical and Price Proposals. The Department reserves the right, upon payment of stipend, to use any of the concepts or ideas within the Technical Proposals, as the Department deems appropriate.

In order for a Short-Listed Design-Build Firm to remain eligible for a stipend, the Short-Listed Design-Build Firm must execute with original signatures and have delivered to the Department no later than one (1) week after the Short-List has been posted, four (4) originals of the Design-Build Stipend Agreement, Form No. 700-011-14. The Short-Listed Design-Build Firm shall reproduce the necessary copies. Terms of said agreement are non-negotiable. A fully executed copy of the Design-Build Stipend Agreement will be returned to the Short-Listed Design-Build Firm.

A non-selected Short-Listed Design-Build Firm eligible for stipend compensation must submit an invoice for a lump sum payment of services after the selection/award process is complete. The invoice should include a statement similar to the following: "All work necessary to prepare Technical Proposal and Price Proposals in response to the Department's RFP for the subject Project".

VIII. Bid Proposal Requirements.

Bid Price Proposals shall be submitted on the Bid Blank form attached hereto and shall include one lump sum price for the Project and the number of calendar days within which the Proposer will complete the Project. The lump sum price shall include all costs for all design, geotechnical surveys, architectural services, engineering services, Design-Build Firms quality plan, construction of the Project, and all other work necessary to fully and timely complete that portion of the Project in accordance with the Contract Documents, as well as all job site and home office overhead, and profit, it being understood that payment of that amount for that portion of the Project will be full, complete, and final compensation for the work required to complete that portion of the Project. One (1) hard copy Bid Price Proposal shall be hand delivered in a separate sealed package to the following:

Ms. Michelle Sloan, Professional Services
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, Florida 32720

The package shall indicate clearly that it is the Bid Price Proposal and shall identify clearly the Proposer's name, and Project description. The Bid Price Proposal shall be secured and unopened until the date specified for opening of Bid Price Proposals.